The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4907 | 光緒三十一年六月廿四號 | WEDNESDAY, JULY 26 1905. | 三拜禮 | 號六廿月七英港香 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $18,000,000
Silver Reserve .....$ 8,000,000 }
RESERVE LIABILITY OF PROPRIETORS.$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. Dickson. | H. Schubart, Esq.
E. Goetz, Esq. | E. Shellim, Esq.
G. H. Medhurst, Esq. | Hon. R. Shewan.
A. J. Raymond, Esq. | N. A. Siebs, Esq.
F. Salinger, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 17th May, 1905. [22

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [23

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.
CAPITAL AND SURPLUS
AUTHORISED.....GOLD $10,000,000
CAPITAL PAID UP .....GOLD $ 3,250,000
RESERVE FUND .....GOLD $ 3,250,000
HEAD OFFICE:
NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.
LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD
BRITISH LINEN COMPANY BANK.
BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.
CHARLES R. SCOTT,
Manager.
20, Des Vœux Road,
Hongkong, 26th May, 1905. [21

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 9,720,000
Head Office:—YOKOHAMA.
Branches and Agencies,

TOKIO.	NEW YORK.
NAGASAKI.	HONOLULU.
LYONS.	SHANGHAI.
SAN FRANCISCO.	NEWCHWANG.
BOMBAY.	MUKDEN.
TIENTSIN.	PORT ARTHUR.
PEKING.	CHEFOO.
KOBE.	DALNY.
LONDON.	

LONDON BANKERS:
HE LONDON JOINT STOCK BANK, LD.
PARKS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.
HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „
TAKEO TAKAMICHI,
Manager.
Hongkong, 23rd May, 1905. [20

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.
CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £875,000
INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „
T. P. COCHRANE,
Manager.
Hongkong, 18th May, 1905. [24

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES:

Berlin	Calcutta	Hankow
Tientsin	Tsingtau	Tsinanfu

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
HUGO SUTER,
Sub-Manager.
Hongkong, 17th July, 1905. [25

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI.....	MALTA ..... / R. A. Peters	About 27th July	Freight and Passage.
LONDON, &c.....	CHUSAN..... / H. W. Kenrick, R.N.R...	July 29th, Noon	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FORMOSA ..... / B. W. H. Snow	About 4th August	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	CANDIA ..... / H. E. Kitcat, R.N.R.....	About 5th August	Freight only.

For Further Particulars, apply to
L. S. LEWIS, Acting Superintendent.
Hongkong, 22nd July, 1905. [2

Intimations.

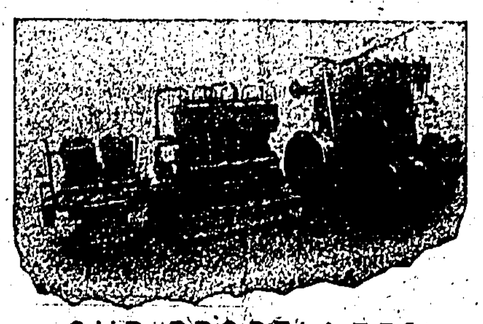
REMOVAL SALE
COMMENCING
1st August Next.

LANE, CRAWFORD & CO.
WILL OFFER FOR ONE MONTH ONLY THEIR STOCK IN TRADE (WITH EXCEPTION OF WINES, SPIRITS AND GROCERIES), COMPRISING:
GENTLEMEN'S OUTFITTING AND TAILORING GOODS,
HATS, BOOTS, UNDERWEAR, SHIRTS, &c.
LADIES' HATS, COSTUMES, ETC.,
CHINA AND GLASSWARE, DINNER SETS, TOILET SETS.
EVERY DESCRIPTION OF
ELECTRO-PLATED WARE,
HOUSEHOLD AND COOKING UTENSILS, CUTLERY ENAMELLED WARE AND GENERAL HARDWARE, LAMPS, FENDERS, BRASSES, &c.
FURNISHING DEPARTMENT,
BEDSTEADS, SPRING MATTRESSES, BEDDING, CARPETS, RUGS, CURTAINS, CRETONNES, TABLECOVERS, HOUSEHOLD LINEN, TOWELS, &c.
PIANOS and MUSICAL INSTRUMENTS,
THE WHOLE OF THE ABOVE WILL BE OFFERED
AT A REDUCTION OF 20 PER CENT.
FROM THE USUAL PRICES (FOR CASH ONLY).
LANE, CRAWFORD & CO.
Hongkong, July 24th, 1905. [34

CALDBECK, MACGREGOR & CO.

ESTD 1864 TRADE MARK
Telephone No. 75.
WINE AND SPIRIT MERCHANTS,
15, QUEEN'S ROAD.
ESTABLISHED 1864.
Hongkong, 4th July, 1905. [37

E. C. WILKS & Co.,
CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.
SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.
AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.
OUR MOTORS
For Reliability, Workmanship,
Durability, Lightness.
Estimates cheerfully given.



OUR PROPELLERS
Are fitted to the Principal Racing Launches in Europe.
Designed and Finished for Highest Efficiency.
Agencies:—GENERAL ELECTRIC CO.
„ W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.
„ H. W. JOHN'S CANADIAN ASBESTOS GOODS.
Cable Address: "MARINEWORK," Hongkong
Telephone No. 358.
12, Beaconsfield Arcade, Hongkong.
Hongkong, 1st February, 1905. [201

Intimations.

Bovril is bottled energy.

In the most enervating climates BOVRIL gives vigour and nervous force.

BOVRIL
[57

TRY IT
"CLUB"
THAT'S ALL.
Pronounced the best Scotch Whisky at the price on the Market.
Per Dozen - - - $14.00
H. PRICE & CO.,
12, QUEEN'S ROAD.
Hongkong, 22nd June, 1905. [36

PHOTO SUPPLIES.
LONG, HING & Co.,
17, QUEEN'S ROAD.
Hongkong, 15th May, 1905. [45

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.
Hongkong, 7th February, 1905. [26

FOR HOTEL COMFORT AND THE BEST BILLIARDS
GO TO THE
KOWLOON HOTEL.
KOWLOON.
J. W. OSBORNE,
Proprietor and Manager.
29]

VICTORIA HOTEL,
SHAMEEN, CANTON,
ON THE BRITISH CONCESSION.

MACAO HOTEL,
MACAO, CHINA,
IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.
EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.
[77 WM. FARMER, Proprietor.

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1900. [28

Telegraphic Address: 'CONNAUGHT.' CONNAUGHT HOTEL. *Telephone,* No. 170.
HONGKONG.
A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.
Large and Lofty Rooms, Elegantly Furnished. Flush Water Lavatories.
Hydraulic Elevator. Excellent Cuisine and Wines.
Hot and Cold Water Baths and Shower Baths. Under European Management.
Launch Service for Guests.
Hongkong, 16th June, 1905. [658

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)
HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.
OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kuro, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kushinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.
Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mamedn, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.
38] S. MINAMI, Manager, Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED,
IN LIQUIDATION.
TIME TABLE.
WEEK DAYS.

7.00 a.m. to	7.30 a.m.	...Every 30 minutes.
7.30 a.m. to	8.00 a.m.	...Every 10 minutes.
8.00 a.m. to	8.30 a.m.	...Every 15 minutes.
8.30 a.m. to	9.30 a.m.	...Every 10 minutes.
9.30 a.m. to	11.00 a.m.	...Every 15 minutes.
11.30 a.m. to	12.45 p.m.	...Every 15 minutes.
12.45 p.m. to	1.15 p.m.	...Every 10 minutes.
1.15 p.m. to	1.45 p.m.	...Every 15 minutes.
1.45 p.m. to	2.15 p.m.	...Every 10 minutes.
2.15 p.m. to	3.00 p.m.	...Every 15 minutes.
3.30 p.m. to	5.00 p.m.	...Every 15 minutes.
5.00 p.m. to	8.00 p.m.	...Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.

8.00 a.m. to	9.00 a.m.	...Every 15 minutes.
9.00 a.m. to	9.30 a.m.	...Every 30 minutes.
9.30 a.m. to	10.30 a.m.	...Every 15 minutes.
10.30 a.m. to	11.00 a.m.	...Every 10 minutes.
12.00 Noon to	1.00 p.m.	...Every 10 minutes.
1.00 p.m. to	5.00 p.m.	...Every 15 minutes.
5.00 p.m. to	[illegible] p.m.	...Every 10 minutes.
6.00 p.m. to	[illegible] p.m.	...Every 15 minutes.
7.00 p.m. to	8.00 p.m.	...Every 10 minutes.

NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.
JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 18th July, 1905. [65

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1905. [41

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons .....Captain H. D. Jones.
" "POWAN," .....2,338 " ..... " G. F. Morrison, R.N.R.
" "FATSHAN," .....2,260 " ..... " R. D. Thomas.
" "HANKOW," .....3,073 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons.....Captain W. E. Clarke.

Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,".....588 tons .....Captain W. A. Valentine.
" "NANNING,".....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahling, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single $15.00. Return $25.00.
Canton to Tak Hing .....Single $12.50. Return $21.00.
Canton to Samshui.....Single $7.50.

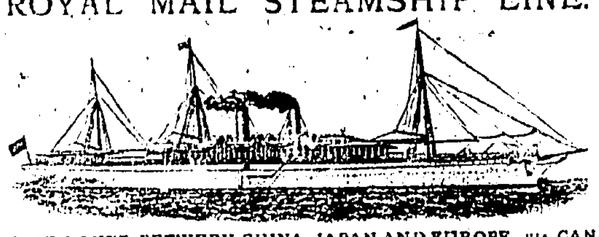
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 1st July, 1905. [9

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPRESS OF CHINA"	6,000	R. Archibald, R.N.R.,	WEDNESDAY, 2nd Aug.
" "ATHENIAN"	2,440	S. Robinson, R.N.R....	WEDNESDAY, 9th Aug.
" "EMPRESS OF INDIA"	6,000	E. Beetham, R.N.R....	WEDNESDAY, 23rd Aug.
" "TARTAR"	4,425	W. Davison, R.N.R....	WEDNESDAY, 13th Sept.
" "EMPRESS OF JAPAN"	6,000	H. Pybus, R.N.R.....	WEDNESDAY, 20th Sept.

Hongkong to London, 1st Class.....*vid* St. Lawrence £60. *Vid* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent,
Hongkong, 12th July, 1905 *9, Pedder's Street.* [10

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ACILIA ..... Schülke	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	2nd August.	Freight.
SPEZIA ..... Ehlers	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	14th August.	Freight.
SAMBIA..... Lüning.....	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	23rd August.	Freight.
RHENANIA * ..... Förck	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	6th Sept.	Freight and Passengers.
SCANDIA * ..... v. Doehren	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept.	Freight and Passengers.
SILESIA *..... Bahle	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th October.	Freight and Passengers.
VANDALIA ..... Haase	NEW YORK VIA SUEZ, with liberty to call at the Malabar coast.	about beginning of Oct.	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amidships. Lighted throughout by Electricity. Duly qualified Doctor and Stewardesses are carried.

For further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Hongkong, 20th July, 1905 No. 1 Queen's Buildings. [4

D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 15th November, 1904. [47

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAYERN	WEDNESDAY, 11th October.
ZIETEN	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON WEDNESDAY, the 2nd day of August, 1905, at Noon, the Steamship *SCHARNHORST*, Captain L. Maas, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 31st July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 1st August, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 1st August.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses

Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 22nd August.
WILLEHAD	4,761	TUESDAY, 19th September.
PRINZ WALDEMAR	3,227	TUESDAY, 17th October.

ON TUESDAY, the 22nd August, 1905, at Noon, the Steamship *PRINZ SIGISMUND*, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.
The steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.
(REACHING YOKOHAMA IN LESS THAN SIX DAYS.)

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	*PRINZ SIGISMUND*	TUESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PRINZ EITEL FRIEDRICH*	WEDNESDAY, 2nd August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PREUSSEN*	WEDNESDAY, 16th August.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Hongkong, 26th July, 1905. AGENTS. [3

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.
S.S. "TAK HING" and S.S. "HONGKONG."
SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.
Fare for the Round Trip $12

HONGKONG-WUCHOW LINE.
S.S. "LINTAN" and S.S. "SAN-UI."
SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
Fare for the Round Trip $30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
For further information, apply to— Messrs. BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.
Hongkong, 5th July, 1905 [713

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about.	Will leave for	On or about
BOGOZ	JAVA	Second half July	JAPAN VIA SHANGHAI	First half August
TJIPANAS ...	JAPAN	Second half July	JAVA PORTS	First half August
TJIMAHI.....	JAVA	Second half August	JAPAN VIA SHANGHAI	Second half August
TJILATJAP...	JAPAN	Second half August	JAVA PORTS	Second half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
ALEXANDRA BUILDINGS, 3rd Floor.
Hongkong, 21st July, 1905. [14

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905. [67

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 30th July, 1904. [66

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scott's A. 1, and Watkins.
Yokohama, May 23rd, 1905. [76

THE ORIENTAL CONSTRUCTION COMPANY,

CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,
HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS
IN
RAILWAYS, MINES, WATER SUPPLIES,
REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS,
HONGKONG.
Hongkong, 12th July, 1905. [208

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

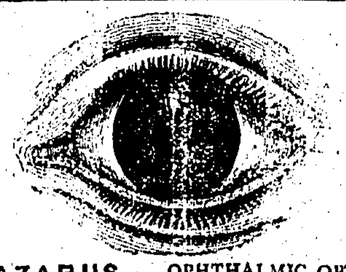
F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size.
"MINIMAX"
Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.

Hongkong, 10th May, 1905. [553



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.
10, D'AGUILAR STREET, HONGKONG;
(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street.
SHANGHAI, 566, Nanking Road.
Hongkong, 24th March, 1904. [40

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.
Hongkong, 22nd June, 1905. [675

MEE CHEUNG.

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE
Ice-House Road

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September, 1908 [56

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1903. [59

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price ($2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Vœux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & Co.
Hongkong, 24th November, 1904. [63

CAFE WEISMANN.

THE Public are invited to pay a visit to our new
TIFFIN ROOMS.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN FASS BEER ON DRAUGHT.

Entrance—
NO. 1A, WYNDHAM STREET,
Hongkong, 22nd April, 1905. [46

Intimation.

WM. POWELL,

LIMITED.

—ALEXANDRA BUILDINGS,—

Des Vœux Road.

LADIES' DEPARTMENT.

NEW

LACES

and

LACE COLLARS.

LINEN DRILL DUCK

MOTOR TAMS

for

LAUNCH & PICNIC WEAR.

TRIMMED

and

UNTRIMMED

MILLINERY

in large variety.

A FINE STOCK

of

WHITE CANVAS, WHITE KID, BLACK GLACE

and

BROWN GLACE WALKING SHOES.

Also

WHITE AND TAN TENNIS SHOES,

At Moderate Prices,

Wm. POWELL, Ld.,

HONGKONG,

Hongkong, 20th July, 1905. [35

Intimations.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-EIGHTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 15th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 15th August, both days inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 22nd July, 1905. [762

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of 5 per cent. (Two Dollars and a Half per Share) for the six months ending 30th June, 1905, will be paid on application to those persons who are registered as Shareholders in the above Company on the 26th July, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 26th July, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 20th July, 1905. [757

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1905, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st inst., both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 18th July, 1905. [753

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of $3.50 per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 11th July, 1905. [734

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and Seventy-five Cents per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ld.,
General Agents for the West Point Building Co., Ld.

Hongkong, 11th July, 1905. [735

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 76.

PRECAUTIONS TO BE OBSERVED WHILE DREDGING OPERATIONS ARE IN PROGRESS AT THE WHAMPOA BARRIER.

NOTICE is hereby given that the Dredger "CANTON RIVER" will commence work on the North side of the channel through the WHAMPOA BARRIER on the 24th inst.

Vessels using the Front Reach approach to Canton are required to observe the precautions contained in Notice to Mariners No. 74 of the 28th June last.

Vessels should not pass on that side of the Dredger from which a Red Flag is flown.

J. HOWELL MAY,
Harbour Master.

Approved:
F. J. MAYERS,
Acting Commissioner of Customs.

Custom House,
Canton, 22nd July, 1905. [770

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 in a remarkably short time, often a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal Chemists and Merchants throughout the world. Price in England 2/9 & 4/6. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a facsimile of word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [P

THE LATE REV. A. G. JONES.

The Rev. A. G. Jones, whose sad death through the fall of a temple on Taishan, was announced in our issue of the 18th inst., was the senior missionary in Shantung of the English Baptist Missionary Society. He was born in Ireland and had been in China some 28 years, having arrived to be Dr. Timothy Richard's only colleague at the beginning of the great famine in North China. When Dr. Richard went to distribute famine relief in Shansi, Mr. Jones was left alone in charge of the work at Chingchoufu, having then been only some nine months in the country. He lived to see the little church of 60 grow to a membership of over 4,000, and largely through his efforts the staff of the Mission was increased to fourteen or fifteen men. At the beginning of his missionary career he was engaged a great deal in evangelistic work and personally opened up new districts, but for many years past his main strength was put into theological teaching. No missionary was ever more entirely devoted to his work. Large powers of mind; wide experience of men; deep reading in foreign and Chinese literature; unusual organising ability, with a remarkably devout and earnest spiritual life; made him a missionary of uncommon power. Not by years alone, but by force of character, experience and wisdom, he was leader in the Mission. If he were less known than he deserved to be away from his own district, it was because he always preferred hard work at home to running about and talking; but all who met him knew that he was an uncommon type of man, and those who knew him most intimately admired him most and trusted him fully.

He sacrificed large business interests in England that he might stay and work in China. Mrs. Jones, with his only son, went to England in the spring to attend to the education of their two daughters already there. Mr. Jones left Chingchoufu about a month ago carrying with him plenty of work, intending to spend the summer in Taishan, preparing for the press the theological work on which he had already been engaged some years. Though he was under sixty years of age and seemed to have long years of work before him, those who have seen his earnest unresting life of toil and self-sacrifice, cannot but feel more of thankfulness than of regret—thankfulness for a noble life, well spent to the very end.

Nothing is here for tears, nothing to wail
Or knock the breast,—no weakness, no contempt,
Dispraise or blame; nothing but well and fair,
And what may quiet in a death so noble.

—*N. C. D. News.*

F.M.S. GOLD MINING.

OUTPUT IN 1904.

The following is from the report on the F.M.S. Mining Department for 1904, by Mr. Dykes, the Warden of Mines:—

The total amount of gold exported amounted to 20,157 ounces, valued at, roughly, £80,600. The amount obtained from actual crushings was as follows:—

	Tons crushed.	Ounces.
Pahang	54,961	12,625
Negri Sembilan	3,438	2,189
Total	58,399	14,814

In addition to this amount 146 ounces were won from alluvial workings and 2,115 ounces from 11,350 tons of tailing by the cyanide process.

The output from the chief mines in Pahang and Negri Sembilan was as follows:—

	Tons crushed.	Ounces.
Raub Australian	37,472	7,197
Malaysian Company	10,820	3,669
Kechau Syndicate	2,053	569
Kechau Gold Fields	2,212	909
Penjom	2,395	281
Batu Bersawah	3,438	2,189
Total	58,399	14,814

PAHANG.

The Raub Australian Company's Bukit Koman shaft is now down to 455 ft. and the bottom levels have been driven at 440 ft. The stone at this level carries very little gold however. An arrangement was entered into with the Government by this company for sinking a deep shaft to 1,500 ft. I regret to say that the company have, since driving on the 440 ft. level at Bukit Koman, come to the conclusion that it is inadvisable to incur any further expenditure on sinking this joint shaft. The Malaysian Company's mine at Bukit Malacca was taken over by the Raub Australian Company during the year. On this property the Malaysian Company had sunk a new shaft to a depth of 150 ft. This company started to work alluvial gold at Sepan, near Budu, and laid down a fine hydraulic installation. The results of their operations were most unsatisfactory, and they have since stopped work and removed their plant. The Selinsing Company have done no work on their land, with the exception of treating tailings. These are now finished and no work at all is being done. The Penjom Company stopped work entirely during the year and their concession has reverted to the State. Kechau Gold Fields and the Kechau Syndicate towards the close of the year decided to amalgamate, and these properties will be worked by the Kechau Gold Fields. The number of labourers employed by all the companies at the mines was roughly 900.

NEGRI SEMBILAN.

The Batu Bersawah Company have sunk a new main shaft to 156 ft. and further sinking *will be proceeded with when the new machinery* is erected. The company have during the year worked under considerable difficulties owing to the fact that they have been unable to keep the old shaft dry and at the same time wind stone. The year 1905 will see a great step in the further development of this property and from past results the prospects are hopeful. The labour force employed is about 259.

GENERAL.

With the exception of a few ounces of alluvial gold from Perak, that State and Selangor are non-producers. The year under review, as far as Pahang is concerned, is the gloomiest one for years. The Government have done their best to assist the industry as far as possible. Kechau Gold Fields with Government assistance is developing two lodes and erecting machinery with a view to exploitation at the deeper level. It is to be hoped that the gloom of 1904 will be removed by satisfactory development in 1905.

Consignees.

S.S. "SYDNEY."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Dordogne* and *Charente*, and from Bordeaux, ex s.s. *Ville de Valenciennes* and *Cambrai*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after 31st July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st July, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 31st July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 24th July, 1905. [7

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SAMBIA,"

Captain Luening, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 24th July, 1905. [767

FROM NEW YORK.

THE H. A. L. Steamship

"VANDALIA,"

Captain Haase, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 31st instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 24th July, 1905. [768

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 26th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 24th July, 1905. [766

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S. S. "COULSDON,"
FROM NEW YORK.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th July, at 3 P.M.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 28th July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

ARNHOLD KARBERG & Co.,
Agents.

Hongkong, 22nd July, 1905. [765

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

FRIDAY,

the 28th July, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

SUNDRY HOUSEHOLD FURNITURE,

ALSO

A LARGE ASSORTMENT OF ENAMELLED WARE GOODS.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 25th July, 1905. [771

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong 28th May, 1895. [52

Hotel.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1904. [77

Intimations.

STREET INDEX,

SECOND EDITION,

REVISED UP TO DATE,

by

ARTHUR CHAPMAN,
Government Assessor.

Now in print and will be published in August.

Orders should be sent early to

THE GOVERNMENT ASSESSOR,
The Treasury;
or
NORONHA & COMPANY,
Government Printers.

Hongkong, 18th July, 1905. [752

BAY VIEW HOUSE,

MACAO.

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served *a la carte* from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:
"BAYVIEW, MACAO."

Macao, 7th June, 1905. [641

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature, so to speak, is ransacked by the scientific for the comfort and happiness of mankind. Science has indeed made giant strides during the past century, and among the—by no means least important—discoveries in medicine comes that of Therapion, particulars of which will be found in another column. This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, Maisonneuve, the well-known Chassaignac, and indeed by all those who are regarded as authorities in such matters, including the celebrated Lallemand, and Roux, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who require such a remedy we think there is no doubt. From the time of Aristotle downwards, a potent agent in the removal of these diseases has (like the famed philosopher's stone) been the object of search of some hopeful, generous minds; and far beyond the mere power—if such could ever have been discovered—of transmuting the baser metals into gold is surely the discovery of a remedy so potent as to replenish the failing energies of the confirmed roué in the one case, and in the other so effectually, speedily and safely to expel from the system without the aid, or even the knowledge, of a second party, the poisons of acquired or inherited disease in all their protean forms as to leave no taint or trace behind. Such is The New French Remedy Therapion, which may certainly rank with, if not take precedence of, many of the discoveries of our day, about which no little ostentation and noise have been made, and the extensive and ever-increasing demand that has been created for this medicine wherever introduced appears to prove that it is destined to cast into oblivion all those questionable remedies that were formerly the sole reliance of medical men. Therapion may be obtained in England direct from the proprietor, and of the principal Chemists and Merchants throughout the Colonies, India, China, Japan, &c., not even excluding such remote districts as Central Africa, the Fiji Islands, St. Helena, &c.—*Diamond Fields Advertiser* KIMBERLEY.

Sold by A. S. WATSON & Co., Ltd., Hongkong, China and Manila.

Intimations.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that HERBERT VON MEISTER, of Hoechst-on-main, Germany, has on the 20th day of May, 1905, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Marks:—

1.—The representation of a Cash and on the Cash a Lion with a Shield and on the Shield the letters M. L. & B. and on another part of the Cash the Chinese characters 坑耳唯普法 being the Chinese firm name of the Applicant and 純粹 the Chinese for AI pure.

2.—Six Trade Marks as a series consisting of the Representation of a Lion with a Shield bearing the letters M. L. & B. and having one or more Stars according to the quality of the Goods,

in the name of FARBWERKE VORM MEISTER LUCIUS AND BRUNING, who claim to be the proprietors thereof.

The Trade Mark has been used by the applicants in respect of the following goods:—

Mineral Dyes in Class One.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 25th day of May, 1905.

DENNYS & BOWLEY,
Solicitors for the Applicants.

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NOTICE.

IMPERIAL BANK OF CHINA.

THE HONGKONG BRANCH of this Bank will be CLOSED on and after 1st August next.

CREDITORS are requested to send in their CLAIMS promptly.

By Order of the Directors,
E. W. RUTTER,
Manager.

Hongkong, 22nd July, 1905. [763

WILTSHIRE
As Supplied to
HARRIS'S
His Majesty The KING
BACON & HAMS

Gold Medals PARIS 1889 & 1900

Regd HARRIS CALNE WILTS Brand

HARRIS, CALNE WILTS England.

REPRESENTATIVES FOR HONGKONG & CHINA,
HOWARD & Co.,
50, Queen's Road Central,
Hongkong.

Hongkong, 19th May, 1905. [576

THE WINE GROWERS SUPPLY CO.

WGS Co. TRADE MARK

BARRETTO & Co.,
General Agents, Hongkong.

SYRUPS.

	p.c.qts.	p.c.pts.	p.bt.q.	p.bt.p.
Gum				
Grenadine ...				
Raspberry ...				
Lemons	$15.00	$17.00	$1.50	$0.75
Red Currant				
Lime				
Vinegar				

Lime Juice Cordial...$8 p. c 1 doz. $1 p. bot.

MINERAL WATERS.

Arima "Teppo" .....p. c.	4 doz.	$5.00
" " ..... "	8 "	7.00
Hirano, "Peacock"..... "	4 "	5.50
" " ..... "	8 "	7.50
Couzan, Source Bertrand...(60 bottles)		18.00
Vichy, Source St. Louis ...(50 ")		20.00

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 24th July, 1905. [42

DEATH.

On the 20th July, at Shanghai, the beloved wife of E. THEIS, of Shanghai, aged 20. R. I. P.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 26, 1905.

LOCAL AND GENERAL.

ANOTHER shock of earthquake was felt at Macao yesterday afternoon, between 4 and 5 o'clock, much to the discomfiture of the residents there.

BANISHED only on the 25th of May last for a period of five years, Li Yau, *alias* Li Fuk, ventured to return to this Colony, but it was a fatal step, for no sooner was he observed landing than he was recognized by a vigilant minion of the law, and was once again before the Court, when Mr. G. N. Orme this morning sentenced him to 12 months' hard labour, six hours' exposure in the stocks, and to be banished again on the expiration of his sentence.

CHAU KWAI YAI, shroff at No. 1, Shelley Street, thought he would get a cheap ride in the tram-car, by evading payment of the legal fare. He boarded a car in Des Voeux Road and purchased a ticket to Kennedy Town, but when he arrived at Kennedy Town he remained in the car for the return journey. When asked for the money for his ticket he showed an old used one. That ride was about the most expensive he, probably, ever had or ever will take in this Colony for when he faced Mr. F. A. Hazeland this morning on the charge of evading payment of his legal fare, His Worship said "$15 or one month."

A RUFFIANLY looking youth of the genus "loafer" was found loitering about the outside of No. 4 Water Street, West Point, in the early hours of this morning, by an alert *lukong* who immediately started to investigate the reason for the loafer's presence in the streets at that hour of the day. The reason was not far to seek, for in his hand he grasped a "thieving stick," that is a bamboo with two iron prongs fitted to the end, which is used for the purpose of committing thefts through the windows of houses, the prongs being bent to an angle of 45 degrees. The delinquent was placed before Mr. F. A. Hazeland this morning, and looked astounded at learning that he was to go to imprisonment with hard labour for three months, to sit for six hours in the stocks outside No. 4 Water Street, and at the end of the three months to be banished.

ANOTHER very successful evening fell to Sandow's share yesterday, a very large audience turning up to witness the wrestling competitions which were an immense success, and brought out some remarkable local talent from the military, three men, all from the Royal Engineers, carrying off the gold, silver and bronze medals respectively, to the huge delight of their comrades, of whom there were vast numbers present. To-night is Viceregal night, His Excellency the Governor, Sir Matthew Nathan, having signified his intention of being present, and as it is also the last night of the Sandow season, some special features will be added to to-night's programme. There will be further wrestling competitions to-night in which last night's winners will again take part, and Mr. J. A. S. Alves, the well-known athlete, will try conclusions for the "Sandow Gold Medal," which should be a very interesting item.

IN the Summary Court this afternoon, before his Honour Mr. A. G. Wise, Puisne Judge, Mrs. Caroline Schmidt, carrying on business as a gunsmith at Nos. 5 and 6, Beaconsfield Arcade, sued a gentleman for the sum of $82 for goods sold and delivered to him. Defendant admitted the purchase and receipt of the goods, but said he had paid the money in full. Plaintiff denied that the money was paid. Defendant said he gave the money to a friend of his, to pay it to Mrs. Schmidt, and got a receipt for the money from him. His Honour: Where is that receipt? Defendant: It is so long ago, I have lost it. His Honour said it was clear the money was due to plaintiff and it was equally clear that defendant had not paid her. There must be a decree for plaintiff with costs. Mr. Master, of Messrs. Johnson, Stokes and Master, appeared for the plaintiff.

CHINESE COMMERCIAL REPRESENTATIVE.

FETED IN HONGKONG.

To-night, at the Connaught Hotel, a big Chinese dinner party will be given in honour of Mr. Wong I Tong, the Chinese Commercial representative, who has just arrived here from Pekin to look into local commercial conditions in this Colony, before proceeding into the interior of China and investigating matters pertaining to the commerce of the provinces. The hotel has been gaily decorated, under the superintendence of the manager, Mr. F. Bishop, with festoons of evergreens and flowers, and the "flags of all nations." The hotel having so recently been re-painted and refurnished affords an excellent place for these functions, while the manager is ever indefatigable in looking after the welfare and catering to the comfort of his guests. Covers have been laid for 84 diners in all, and the private dining-room has been turned into a perfect arbour for the occasion, while a band stationed in the south verandah will add the charm of music to the proceedings.

WATER POLO.

SHIELD COMPETITION.

The fixtures for the Water Polo Shield competition are:

Friday, 28th July, V. R. C. (B. team) *v.* Royal Hongkong Yacht Club.

Monday, 31st July, V. R. C. (C. team) *v.* 87 Co. R. G. A.

The other teams, V. R. C. (A team) and 83rd Co., R. G. A., have not yet fixed a date for playing.

JUNK BAY.

BAD WEATHER ANCHORAGE.

With reference to the shipmasters' petition regarding Junk Bay being used as an anchorage, the following correspondence has taken place:—

Chamber of Commerce,
10th July, 1905.

Sir,—As a result of the prosecution of Capt. Olsen of the Norwegian steamer *Oscar II.*, for anchoring in Junk Bay, my Committee have received letters from several masters of steamers trading in and out of Hongkong, pointing out the great hardships that will ensue if Junk Bay be closed as a temporary anchorage. I beg to enclose copies of these letters. It has been pointed out that Junk Bay has been used for a great number of years as a safe anchorage for vessels making the port of Hongkong and arriving after dark. If vessels have to remain at sea all night, standing off and on rather than accept the hazard attendant upon entering the port after dark, or during bad weather the risk incurred is increased very considerably, as the dangers of a voyage are generally greatest when a vessel is in the vicinity of land. The extra consumption of coal would be considerable whilst a steamer was cruising about outside and most of it would be saved if the steamer were lying at anchor with banked fires. In foggy and bad weather it would be a great hardship if vessels were compelled to remain at sea outside because Junk Bay was closed as an anchorage and refuge.

My Committee would most respectfully urge the Government to consider whether it would not be possible to adopt such measures as would allow the prohibition to vessels to anchoring in Junk Bay to be removed.—I have, etc.,

J. E. BINGHAM,
Secretary.

Hon. F. H. May, C.M.G.,
Colonial Secretary.

The *Government Gazette* of the 21st instant contains a notification that Junk Bay has been added to the list of authorised anchorages.

Colonial Secretary's Office,
18th July, 1905.

Sir,—I am directed to acknowledge the receipt of your letter with enclosures of the 10th inst. on the subject of vessels anchoring in Junk Bay, and to inform you that this Government has for some time past had under consideration the desirability of declaring this Bay a Port of the Colony.

Arrangements have now been made for the adequate supervision of these waters, and a notification declaring Junk Bay to be a port under the provisions of Section 21 of the Merchant Shipping Consolidation Ordinance, 1899, will be published in the next issue of the *Government Gazette*.—I have, etc.,

F. H. MAY.
Secretary, Chamber of Commerce.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—Cannot anything be done to stop the intolerable nuisance of the "enthusiast" who chooses the busiest part of the morning to give us a display of his ability to blow for all he his worth at the bugle, to the great annoyance of everybody in the neighbourhood of Ice House Street?

I would recommend him to go to the Happy Valley for his daily practice, but even there he might disturb the peaceful slumbers of those sleeping their last sleep!

Enclosing my card,—I remain, etc.,

STOP IT.

Hongkong, July 26th, 1905.

FEROCIOUS DOGS.

A PUBLIC MENACE.

ORDERED TO BE DESTROYED.

This morning before Mr. F. A. Hazeland, a resident of Kowloon was summoned for allowing vicious and ferocious dogs to be at large, to the public danger. Li Yeng, a painter, said that on the 20th inst., at four o'clock in the evening, he was carrying some things along Robinson Road. As he passed defendant's door, the dog rushed out barking, and then ran at complainant and bit him in the thigh. Complainant did not touch the dog or do anything to it. He went to hospital, and was detained one day for treatment. The wound was painful till yesterday, but better to-day. Kwong Nan, another painter, corroborated last witness, and added that the dog came out of No. 33 Mosque Junction and bit the complainant. That was the residence of the defendant, and he know that the dog belonged to defendant. He went with the constable and pointed out the dog at the defendant's house.

Lance Sergeant Willis corroborated the last witness as to his pointing out the dog at defendant's house, and said he had the dog removed to the station to be placed under Veterinary Surgeon's observation. Lung Hoi, a house boy, said that on the 15th inst. he was bitten by a dog which came out of No. 33 Mosque Junction. The dog was a black dog. Witness was walking along Robinson Road at the time, and did not in any way molest the dog.

Evidence was given that the dogs belonged to defendant in whose names the licences were taken out.

The police had received several letters from residents in the locality complaining of the danger and menace these dogs were to the public, and requesting that they be destroyed, or taken away.

Defendant said he was not at home when the alleged bitings took place, and the dogs were not ferocious.

His Worship: Will you allow the police to take away the dogs and destroy them?

Defendant. Alright.

His Worship said he was satisfied that the dogs were a danger and a menace to the public at large, and instructed Inspector Gourlay, who was in charge of the case, to see that the dogs were destroyed, and report the fact to His Worship. Meantime he would consider his decision, and adjourned the case for one week.

THE TAFT PARTY

DUE HONGKONG 13TH AUGUST.

The P. M. S. S. Co.'s s.s. *Manchuria*, with the Congressional Party including Secretary of War Taft, and Miss Alice Roosevelt, on board, will leave Yokohama to-morrow, the 27th, and is due in Hongkong on or about the 13th August.

THE OSAKA STABBING CASE.

REASONS OF THE COURT.

Considerable attention was aroused some weeks ago, says the *Japan Chronicle*, by the sentence passed upon a coolie named Kato Chojiro, who stabbed Mr. Ruegenberg, the assistant engineer of the Osaka Gas Company, the knife narrowly escaping a vital part. For this crime the coolie was sentenced to imprisonment for a term of fifteen days with labour. The sentence appeared lenient when contrasted with the offence, and seems to have encouraged the coolies to continue their menaces against Mr. Ruegenberg, who, after receiving many threats, was compelled to leave the country, and has now returned to America. In view of this latter circumstance we have applied for and obtained a copy of the judicial decision given, with a view of learning the reasons advanced for the leniency shown towards Mr. Ruegenberg's assailant.

We find that the judgement, after briefly summing up the facts of the case quoted in the decision of the preliminary examination, points out that in the proceedings of the public trial the prisoner admitted that he had injured Mr. Ruegenberg, but pleaded that he had no intention of committing the crime and that the act had been done in a fit of temporary insanity into which he was driven by extreme anger at the sight of his benefactor, one Morita Hiroji, lying prostrate and unconscious. [This was the man whom Mr. Ruegenberg knocked down when he was set upon by the coolies.] The prisoner, however, made a statement in the first preliminary examination to the effect that he was exceedingly angry to hear that his benefactor had been rendered unconscious and drew a knife he always carried with him and cut at Ruegenberg, but that he had no intention of committing murder. From this statement, says the judgement, it is evident that the prisoner attacked Ruegenberg with the intention of assaulting him, in order to avenge the rough treatment received by his benefactor. The facts of the case mentioned are sufficiently established from further evidence,—namely, the statement of Yukota Chukichi in the preliminary examination that he was surprised to see Morita knocked down and attempted to stop Ruegenberg, who was about to beat Morita again, when Kato (the prisoner) rushed up and stabbed Ruegenberg in the back; the statement of Ruegenberg that he was surrounded and beaten by a large number of workmen, and seizing a piece of wood (*maruta*) lying near was defending himself against his assailants when he was stabbed by a man unknown in the back, and that he has recovered from his wound and enabled to attend his office from May 8th, but the wound was not yet entirely healed; the medical report of Dr. Otani regarding the injury of Ruegenberg, in which the doctor declared that the wound made it necessary for Ruegenberg to give up his work for a fortnight; and, finally, the blood-stained knife, which was seized.

In considering the law, the Court finds that the action of the prisoner comes under Clause 2 of Article 301 of the Criminal Code, but as extenuating circumstances exist in the the case in favour of the prisoner (the Court does not distinctly mention what these are), the penalty prescribed in the Article in question will be commuted by two degrees, in accordance with Articles 89 and 90 of the Criminal Code. The Court therefore orders that the accused be imprisoned for fifteen days with hard labour.

We may add that Article 301 provides that a person who shall have assaulted and injured another, causing him to be sick or incapacitated for work for over 20 days, is liable to imprisonment from one to three years. In case the duration of sickness or incapacity for work is less than 20 days, imprisonment ranges from one month to one year.

The judgment is signed by Judges Makino Joichi, presiding, and Judges Oka Hachi and Sekiguchi Eikichi.

In a subsequent issue, the same journal remarked: Recently, in referring to the case of Mr. Ruegenberg at Osaka, who was stabbed in the back by a coolie and subsequently left the country, we mentioned that after a slight punishment had been imposed upon the miscreant and Mr. Ruegenberg had recovered from the injury, the feeling against him on the part of the gang of coolies concerned was more virulent than before. Our information was that it was plainly indicated that Mr. Ruegenberg's life was in danger if he continued to remain in the service of the Osaka Gas Company, and "the efforts made to appease the coolies altogether failed, even monetary compensation for the imprisonment suffered being rejected as a solatium while Mr. Ruegenberg remained alive." With reference to the latter statement, Mr. Carroll Miller, Vice-President of the Company, has not offered these people any bribe whatever, nor has the Company ever thought of dealing with them in any way outside of the law. We are sorry if our remarks gave a wrong impression, and gladly make the correction, though we think a close perusal of the article in question will show that a "correction" is hardly necessary, as we did not suggest that the Gas Company had attempted to deal with the coolies independently after the law had taken its course. We learn, further, that Mr. Ruegenberg would have remained in Osaka regardless of the apparent personal danger, but, on account of the antagonism which so unfortunately seemed to have been aroused against him, he concluded that he could not accomplish his work properly against such odds; hence his departure for America, where he will occupy a position with one of the companies managed by the same parties that are interested in the Osaka Gas Company.

SAGHALIEN'S FUTURE.

It is generally believed that the Japanese will meet with little opposition in taking complete possession of Saghalien. The large force that has been landed on the island probably far exceeds the strength of the Russian garrison, and at the present moment the latter will have to exert itself to the utmost to keep in check the thousands of desperate convicts and ex-convicts doomed to stay on the island, to whom the knowledge of the Japanese invasion will open a way for freedom—an opportunity that will readily be taken advantage of by men whose position could not under any circumstances be much worse than it is at present.

The future of the Japanese in their new territory appears to be of the most promising character. Awaiting development is an island nearly six hundred miles long whose resources have been entirely neglected by the Russians, during fifty years of occupation; and yet during this time the Russian Government has been spending annually several millions of roubles for the support of an unprofitable convict system, involving the employment of hundreds of officials who apparently in the course of years descend to the moral level of those it is their duty to control. The history of Saghalien under the Russian occupation is a depressing one of profitless enterprise. A description of the beauties of the country and the life led by its miserable inhabitants is a contrast that cannot readily be forgotten. A good deal that is fanciful may have been written in the past about the Russian penal system, with the result that most men have grown up filled with prejudices regarding the life of the convict in Russia, in Siberia, and Saghalien, but after all the early misconceptions do not give place to anything much brighter with the knowledge of the island acquired in later years. The vast solitudes in northern Siberia used as convict settlements, where life under the most considerate rule must be a perpetual punishment, still remain to convince us of the awful fate of the political offender, most frequently a man of refinement; the island of Saghalien we still know as the home of the murderer, and all desperate characters. Russia began in the fifties to transport her criminal classes to this island, and the subsequent history is one befitting the character of the inhabitants. As the convict settlements grew the natives of the island and other Asiatic dwellers, such as the Tinos, Orochons, Gilyaks, and Buriats, withdrew gradually to the north and east, this movement being influenced not by the mere fact of the convict settlement, in the vicinity, but by the constant escape of prisoners, who, armed and absolutely lawless, roamed the woods and became a terror to natives and officials alike. The records of the island give frequent examples of these escapes and of organised bands of outlaws who long defied the Russian soldiery.

At the present time the convict population of the island is made up of nearly 6,000 hard-labour convicts, 10,000 released convicts and exiles, and 10,000 exiled peasants. These exiles having served their time as convicts are allowed to settle in the island as peasants and farmers, but must not leave it. In addition there are some 2,000 wives who have joined their exiled husbands with their children, numbering 10,000 in all. This is a pitiable page in Saghalien's history. It was the policy of the Russian Government to settle the island with Russians, and to accomplish this exile-settlers were allowed to be joined by their kith and kin from home. The most interesting feature of Russia's occupation, apart from her convict system, is the work that has been done in making the island habitable. This consists of the most primitive sort of road-making, and the poor farming undertakings of the exile-settlers. In order to facilitate transport in the island two "roads" have been constructed, for the greater part nothing more than clearings through dense forest. The chief of these, which was finished in 1898, goes north from Korsakovsk nearly the whole length of the island and was made by convict labour. It is merely a rough cutting that is barely usable in the summer, but in the long winter season is an invaluable sledge route. Along the whole way is the telegraph, by the guidance of which the traveller, necessarily an adventurous person, armed and prepared for any surprise from the adjoining forests, runs no risk of losing his way. The conditions of travel along these roads is very entertainingly described by Lieutenant Hawes in his recently published book, "In the Uttermost East," a work giving a full account of present-day Saghalien. The favourite means of transport on the island in summer is along the sea shore, the sands for the most part being firm and strong, while the principal river running for several hundred miles in a northerly direction forms a valuable highway through the centre of the island. At intervals along these highways are exile settlements, or villages, the homes of those ex-convicts who are condemned to remain in the island. These settlers lead a primitive and precarious existence, supporting themselves purely by farming, and in many cases they are assisted by their wives and families.

What Japan will do with this rich, undeveloped island is an interesting subject for speculation. Beyond primitive coal-mining workings at Dué, a coaling station on the east coast, the Russians appear to have done absolutely nothing to extract the minerals of the country. A good deal of private barter goes on with the natives for sable and other furs, which in itself is capable of being developed into a large and profitable industry; the fisheries are most valuable; and finally, the mountain ridge which runs nearly the whole length of the island is clothed from end to end in virgin forest, representing a mine of wealth to a nation such as the Japanese, and hiding from view the riches of the earth, of which, however, little appears to be known. Development is a gradual process, but in the coming years Japan will doubtless go far to recoup herself in the possession of Saghalien for her present enormous outlay.—*Japan Chronicle.*

MR. M. Ikeda, of Saga, has bought the British steamer *Tagliaferro* and another vessel, and renamed them the *Kyushu-maru* and *Chugoku-maru* respectively.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

THE TAFT PARTY

IN JAPAN.

[*From Our Own Correspondent.*]

Shanghai, 26th July, 1905,
2 p.m.

U. S. Secretary of War Taft, with the Congressional Party, arrived at Yokohama yesterday. The visitors were accorded a cordial reception amidst enthusiastic demonstrations.

Mr. Taft was given an audience and will to-day have luncheon, with certain members of his party, with the Emperor.

THE MITSU BISHI YARD AT KOBE.

ARRIVAL OF NEW FLOATING DOCK.

In a few months' time the Mitsu Bishi will have in full working order at Wada Point, Kobe, a new dockyard, equipped for dealing with all branches of ship repairing work. The fact that new and additional works of this description are to be established is satisfactory evidence of the activity of the shipping trade generally, and particularly of the shipbuilding and repairing trade, of which Kobe has a very large share. The Mitsu Bishi now occupy a tract of land near the extremity of Wada Point, several acres in extent, and here there are at present in course of erection general office buildings and machine shop buildings. Projecting from the land a breakwater pier of solid masonry has been constructed, enclosing a small harbour, in which now lies the new floating dock recently built by the company at Nagasaki and which arrived at Kobe on the 12th instant.

The passage by sea of this big structure was accomplished with great satisfaction to the builders. Before the "vessel" left Nagasaki care was taken to ascertain the weather prospects from the meteorological authorities, and at regular intervals on the voyage round Kyushu those responsible were in communication with the shore so that the dock could put into a safe harbour in case of necessity. Although these precautions were taken the floating dock proved a steady craft at sea, and it is stated that the vessel towing her rolled much more than did the dock itself, which reached Kobe in good condition and was at once moored in its final position within the breakwater. The dock will be ready for work in about a fortnight.

Floating docks are still something of a novelty to the general public. There are not many in existence, and at the present moment the largest ever built is on its way across the Pacific to the Philippines. The appearance of the new Mitsu Bishi structure is difficult to describe in general terms, but technically the dock consists of six huge rectangular pontoons which are bolted together; down the centre of the raft so formed run the wood keel blocks to be seen in an ordinary dry dock; and on either side of the pontoons rise two walls, similar to the sides of an ordinary dock. The foregoing is a skeleton outline of the dock. The walls, to revert again to technicalities, are "stiffened" internally by longitudinal and transverse girders, and a series of braced framings, which give the sides of the dock the strength that is necessary. Each wall is 385 feet long, running from end to end of the dock, and the length over all of the dock is 413 feet, enabling it to accommodate a steamer of 445 feet in length of from five to seven thousand tons. The extreme breadth of the dock is 85 feet; width of entrance between roller fenders 60 feet; and draught of water over 4 feet; keel blocks 22 feet. The depth of water necessary at the dock's moorings to allow of free operation is 35 feet, as the dock will have to be sunk 22 feet above the keel blocks in order to "take on" the largest steamer it is capable of lifting, namely about 7,000 tons. At first it was designed to take 6,000 tons, but the designers, Messrs. Clark and Standfield of London, recommended that its power should be increased and it is now capable of dealing with any Japanese merchant steamer.

The process of docking a steamer takes about two hours. A valve house is erected on one of the walls and by opening the valves of twenty-four watertight compartments the vessel can be made to sink to any depth not exceeding twenty-two feet. When sunk the walls of the dock are only about four feet above water. In this position the steamer to be docked, which is lying "end on," is hauled in over the keel blocks by two 20-ton steel capstans. When in position, the water from the airtight compartments is pumped out by six powerful Allen pumps and the dock with its burden is gradually raised, this process taking about two hours. The pumping machinery occupies only one of the walls; on the opposite side are one or two 20-ton travelling cranes which will be of service in a variety of ways in docking a steamer. Both walls are connected by a flying gangway which can also be used as a crane. A staff of only seven men, engineers and firemen, is required to work the dock itself, but the operation of docking a steamer requires about a hundred coolies.

The managing engineer of the new yard is Mr. Shiota, who says the dock will be completed and ready for work in about a fortnight. Building operations are in progress all over the yard at present, however, and it will be some months before everything is in working order.—*Japan Chronicle.*

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Namsang*) 30th inst.
Australian (*Taiyuan*) 31st inst.
German (*Prinz Sigismund*) 31st inst.
American (*Doric*) 1st prox.
German (*Scharnhorst*) 1st prox.
German (*Prinz Eitel Friedrich*) 1st prox.

The Imperial German Mail s.s. *Sachsen* which left here on Thursday, p.m., arrived at Singapore on Tuesday, at 11 p.m.

The C. P. R. Co.'s s.s. *Empress of India* left Vancouver on 24th inst. p.m., on Monday, for Hongkong via the usual Ports of Call.

The H. A. L. s.s. *Ambria* from Hamburg left Moji for this port on 22nd inst., a.m., and may be expected here on 27th inst., a.m.

TELEGRAMS.

[*Reuter's.*]

The Approaching Dissolution of Parliament.

LONDON, 24th July.

The papers are full of surmises and conjectures concerning the date of a dissolution, but nothing is known for certain and there is no further development of the crisis.

The Liberal papers vehemently protest against the argument that foreign politics make resignation unadvisable.

Later.

The Government is not resigning.

A debate in the House of Commons unexpectedly terminated in the Government's motion of an adjournment being carried without a division, amid derisive Government laughter and cheers.

The Fourth Test Match.

The fourth test match has commenced. The weather was fine and 20,000 people were present; the wicket was good.

England made 352 for 6 wickets, including Hayward 82, and Jackson not out, 103.

Gubernatorial Appointments.

General Sir Forestier Walker has been appointed Governor of Gibraltar and Lord Chelmsford Governor of Queensland.

[*N. C. D. News.*]

PEACE.

The Japanese Plenipotentiary.

Tokio, 21st July.

Baron Komura reached Port Townsend in Puget Sound on the G. N. S. *Minnesota* on the 19th (eleven days from Yokohama), and was quarantined for the afternoon. He was expected at Seattle on Thursday morning.

Tokio, 21st July.

Baron Komura arrived at Seattle on the morning of the 20th inst

There was a ball during the voyage on board the *Minnesota*, which was a grand success.

Baron Komura's welcome at Seattle was most hearty. There were seven hundred Japanese in the crowd, whose joy was beyond description. The Baron was to leave for New York in an express train provided by Mr. Hill.

THE WAR.

The Invasion of Kabafuto.

Tokio, 21st July.

The prisoners who have surrendered to date on Kabafuto number 461, including Colonel Alexavsky and thirteen officers. They are to be sent to Aomori, in the north of Nippon.

It is now the rainy season in Kabafuto, with frequent fogs, and the waters are high. The temperature in the morning and evening is sometimes below 50°. The dense forests are an obstruction to observation. It is reported that Mauka has been occupied.

Later.

Press dispatches state that over two hundred men, including Colonel Aretshshefsky, who was the Commander of the garrison at Korsakoff, surrendered on the 16th inst., when the Japanese casualties were seventy, including Major Nishikubo killed The Russians left four officers killed, twelve non commissioned officers, and over one hundred men.

The Russians north of Vladimiroffka are unable to offer any effective resistance, and surrenders continue, chiefly of volunteers.

The Investment of Vladivostock.

Tokio, 21st July.

There has been some increase in the number of Russians north of Corea, and it is predicted that there will shortly be a big battle in the Tumen Valley.

DISOBEDIENT SAILOR GOES TO GAOL.

There was more trouble again on the barque *Lawhill*. As a consequence Captain Jarvis had to place another of his sailors within the law's clutches.

It appears that yesterday morning J. Baynish, able seaman on the *Lawhill*, went to the captain and asked to be allowed to go on shore. Leave was refused, as the man was required on board. Baynish then went forward and returned shortly carrying his bag and going towards the gangway. The captain called him and asked where he was going and was told that he was going away from the ship altogether. The captain ordered him to return to his quarters, put his bag by and turn to again. This Baynish point blank refused to do, saying he was determined to go on shore. In this he was prevented, and the captain was obliged to prosecute him.

In reply to His Worship the captain stated that the ship was not going away until the middle of September.

Defendant had nothing to say in his own defence and was sentenced to three weeks' hard labour and to be put on board his ship at the expiration of his sentence, and warned to behave himself when on board, or he would get into serious trouble.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 26th at 10.55 a. —A depression has formed off the coast to the South of Swatow.

Bad weather will prevail in the S. part of the Formosa Channel.

At 11.55a. The barometer has fallen over Formosa and the S. and SE. coasts of China.

Returns from the North are not yet to hand, but yesterday afternoon the deep depression was still lying to the Northward of Wei-hai-wei.

Strong winds to gales from W. and SW. are likely to continue blowing over the China Sea.

Forecast.—Fresh to strong W. winds; squally, thunder showers.

THE AMERICAN BOYCOTT

AT SHANGHAI.

We take the following from the *N. C. D. News* of the 22nd inst.:—

An interview between Tseng Taotai, Chairman of the committee in charge of matters relating to the American boycott, and U. S. Consul-General Rodgers, took place on Thursday, the 20th instant, a report of which in the shape of a letter from Tsêng Taotai appeared in the *Shunpao* yesterday morning, a portion of which we translate.

After stating that he had been called on important business to Chiating (Kahding) on the 11th inst, Tsêng Taotai said that he received, while there, on the 14th and 15th inst, dispatches respectively from the U. S. Consul-General; Yuan Taotai, of Shanghai; the Optimus, Mr. Chang Chien and Taotai Sze Tse-ying, head of the Executive Committee of the Silk Guild, all of whom earnestly exhorted him to return at once to Shanghai. Accordingly on the 17th he (Tsêng) returned to this port. On both the 18th and the 19th inst. he wrote to the U. S. Consul-General to arrange for an interview, but Mr. Rodgers, owing to being occupied with other important business in the morning and he himself, having engagements in the afternoon, there was no interview until the 20th instant. "Mr. Rodgers asked me," states Tsêng Taotai, "whether I had seen his letter to Yuan Taotai, to which I replied in the affirmative. I also stated that I had seen the telegram which Yuan Taotai had sent to Minister Rockhill, in Peking. Mr. Rodgers then asked me whether I remembered our interviews both in this Consulate and at the Chew Garden, in which we had conferred on the question of waiting six months before doing anything more in the matter. To this I replied that I remembered that we gave two months to arrange matters in when you said that you wanted six months. This however we at once refused to do. Mr. Rodgers then said that this was not the time to deal with the matter in hand since the U.S. Congress would not assemble until November next. We replied that circumstances altered cases. As for instance two months ago that day, there was an interview between ourselves. That day was a Sunday, a day in which I never did business, but owing to the great importance of the impending crisis I broke my strict rule of life and attended the meeting. Indeed, I dared not do otherwise than attend at your invitation. Again, for instance, if some Power were to make a descent on the Philippine Islands for the purpose of seizing them, and that at a time when Congress had not yet assembled, would you wait until Congress had assembled to decide matters, or would you not at once send troops and warships to oppose the invaders? Mr. Rodgers replied that this was a case of national danger and was not on a par with arranging a treaty. 'Yes,' I replied, 'an ordinary treaty may wait until Congress had re-assembled, but you can hardly call the present crisis an ordinary one. When our Government proves itself unable to protest, then the people must rise up to do so. According to the treaty when it expired, the matter should have been taken out before Congress dissolved last year. Why should they have waited until now?'

"Mr. Rodgers—'Our Government has already decided to revise for the better the next treaty. Moreover I received a telegram from our Minister at Peking expressing a wish to settle matters at an early date.' I said that this was very good news, and asked Mr. Rodgers if he would give me a written guarantee that matters would be immediately settled, so that I could show it to every one interested in the crisis. Mr. Rodgers said—'I cannot conveniently give you such a written document but surely you believe what I tell you?' I replied that of course I had the utmost confidence in the truth of Mr. Rodgers' words but that I was afraid that other people would not believe my words. Mr. Rodgers, then asked me to use my influence as a member of the Chinese Chamber of Commerce to persuade our people to be patient and wait for our respective Governments to settle matters. Moreover, that if a change in the ordinary course of things should take place he (Mr Rodgers) was afraid that unfriendliness between the two countries would follow. I replied that what he said that we should patiently wait for our respective governments to ratify the treaty was perfectly right, but every one had the liberty, and right, to stop purchasing goods of American manufacture, if he or she wished to do so. 'Not only is it impossible for your honourable country to interfere with our liberty in this matter, but even our own Government cannot coerce its people into buying any special goods, if they do not care to do so.' Mr. Rodgers said that the U S government was really desirous of revising for the better the treaty; it was only the U.S. Customs officers who were ill-treating Chinese visitors. Finally I said that as there would be a mass meeting in the afternoon at 4 o'clock, I would tell the meeting what the U.S. Consul-General had said, and his wish to settle matters amicably. 'If,' said I, 'my people are willing to postpone matters I will give you a reply within three days. If they should be dissatisfied you must pardon me if I cannot do as you would wish.' We then shook hands, and when we parted it was already 12 o'clock.'"

The following correspondence appeared in the Shanghai journal of the same day:—

To the Editor of the
"NORTH-CHINA DAILY NEWS."

Sir,—In the present agitation *re* "The American Exclusion Act" and the boycott upon the part of the Chinese as a peaceful protest, I am of the opinion that the question at issue is not understood by the majority of our readers any more than that it is by the great mass of the American people; otherwise I feel safe in stating, as an American, that they (the American people) would of themselves adopt the necessary measures to do away with the degrading injustice to which Chinese entitled by treaty rights to enter the United States are subjected by the acts of over-zealous Customs officials.

The intent of all laws and treaties bearing upon the subject is to protect the American working class by excluding the Chinese coolies, founded on the basis that the Chinese coolie's habits, customs, and mode of living permit him to offer his labour for wages upon which the American working class could not exist.

Without entering upon a discussion of the right or wrong of the discrimination against one national only instead of a dangerous class of all nationalities, the protest of the Chinese is not against the laws relating to the exclusion of the Chinese coolies, but against the abuses used in the administration of these laws whereby Chinese gentlemen, merchants, students, and others of the class entitled by solemn treaty to enter the country, even including the ladies and children of their families, are submitted to a degrading inquiry, with an eager search for technicalities that would admit of their being sent back to China, before the gates are opened to them. This subject, with the treaty conditions, the many laws, department rulings, the hold-up of Chinese gentlemen, students, merchants, with detention, and in many cases deportation, is too broad and extensive to admit of taking up in the limited space of your column; but the "present question" can be brought home to every fair-minded reader by taking the case of a passenger steamer arriving at San Francisco with the usual assortment of nationalities of first class passengers, English, French, German, Americans, Indians, Japanese, and several Chinese gentlemen. The usual goodfellowship exists that an ocean voyage will develop; upon arrival, every passenger is free except the Chinese, who must stand aside waiting the pleasure of a Customs official to put him through the "third degree," or searching inquiry. Reverse the conditions, take a "Semite," and let the reader answer, would he or she come to China if their nationality alone was discriminated against, and they degraded before their fellow passengers? and if necessity forced them to come would they not feel that a boycott was a mild protest against such an outrage?

The laws or treaties created to keep out Chinese coolies which in the administration can be stretched to the point of holding up a young lady (the wife of an American officer) for several hours, degrading her in the eyes of her fellow-passengers, subjecting her to a searching inquiry, as the official records and newspaper articles in the early part of last year will show, are contrary to the sentiments of all true Americans, and I for one—engaged in business here whom this boycott may affect seriously—declare the Chinese are right, and express the hope that through this peaceful means may the weak compel the strong to do an act of justice, and may it remove the stain upon the otherwise white escutcheon of the Great American Nation with its principles of liberty, equity, and justice to all, irrespective of race, colour, creed, or nationality.—I am, etc.,

AN AMERICAN.

21st July.

Sir,—Taotai Ma and other speakers at the boycott meeting yesterday insist on the rights of Chinese to go anywhere they please. Will these same gentlemen kindly tell us whether they are prepared to recommend the Chinese Government to grant the same rights to foreigners in China? A correspondent referred to this subject recently in your columns but the Chinese are singularly silent on this point.

It is all very well to keep the whole of this Empire a "barred" land as far as respectable foreigners are concerned, and at the same time howl because coolies are kept down to limited numbers in the States.

Let the Chinese remember there are some 100,000 of their countrymen in America, while freely coming and going, buying land, trading, mining, and doing generally and freely as citizens of the country in America, while there are only a few thousands of white men in China, and they are penned up in reservations and debarred from right of trading, and so on, in the interior.

Your readers await some reference to this point by native orators and agitators.—I am, etc.,

F. P.

21st July.

PEARY AND THE POLE.

THE "ROOSEVELT" IN WHICH THE ARCTIC EXPLORER HAS SAILED.

The other day a Reuter's telegram informed us that Commander Peary has sailed from America in the arctic ship *Roosevelt*, in an attempt to reach the North Pole via Smith Sound. The *Roosevelt* has been specially constructed for the present task, and it is the opinion in America that, it will not be for lack of the finest vessel in the history of Arctic exploration—a boat that long experience and constructive skill have combined to make the most perfect of its kind. She has been built at Portland, Me., and in describing her recently the *Marine Review* (Cleveland) said:—

"This last Arctic ship is naturally very remarkable in many ways. Physical hardiness and a determined spirit to buck against the seemingly insuperable difficulties presented by the icy barriers of the far north are not enough, as past experience has proved, to reach the North Pole. The prime question, even despite the intense cold, is one of provisioning, and successful provisioning demands that supplies be carried to the north to the utmost limit of navigation and in sufficient quantity to last at least two years. To carry so large a mass of stores into and through the many obstructive leagues of dodging ice-floes in a minimum coal-consuming vessel, calls for a craft of peculiar qualities. . . . Finally, the craft must be strong enough to pound, pound, and pound for months at a time against the ice-bound channels, of that inhospitable region. Experience has demonstrated that the sturdy whalers, stout as they are, are not strong enough for this persistent attack, and, to provide for this almost disheartening work, this new ship was especially designed and constructed.

"The model of the hull is rather bluff and lies fairly low in the water, and is suggestive both of strength and capacity. Probably in no part of the world can be found a model or form of hull similar to this vessel, whose mission is to drive into, break down, and force away the ice-fields in front, with a stern so shaped that the overhanging portion will more or less protect the screw when the heavy ice-floes come together against the vessel's quarters. There is no 'tumble-home' of the top sides such as may be found in former Arctic vessels but instead the top side 'flare out' up to the rail, which admits of working a very heavy guard strake.

"The purpose of this guard strake, apart from being a buffer, is to help to lift the vessel out of the water as the ice crushes about her. As can be seen, the ice will press against her sides, and then, as they offer first resistance, it will rise and catch under the counter or overhang of this guard and bodily raise the vessel In case the ship, on the other hand, has been frozen in a thick pack of ice and it is desirable to free her, hydraulic jacks are set upon the ice and brought to bear upon the under side of the guard, and these, in turn, will raise the craft, and as she is permitted to settle back, her own weight and her form, acting as a big wedge, will tend to break a way clear. This is a peculiarly novel arrangement.

"Reference to the midship section and the lines will show the combination in form of the old line 'frigate floor,' and the modern ferry-boat bilge, which together gives a body that will admit of the vessel lying over on her side without damage, and also gives what is known in ship parlance as a 'freeing section' from lateral compression of the ice from without. The most important feature of this vessel's form is the bow and 'forefoot.' This is designed so that when driving into thick ice the vessel will ride upon the ice and break it down, and at the same time keep the broken ice from piling too high as to be an impediment to the next ramming. . . . The 'squeeze' of the ice will tend to lift rather than crush her between the grasp of the gathering pack. The extreme 'ferryboat' form of the midship section will raise her up out of the ice the harder the squeezing becomes.

"The vessel is divided fore and aft into five water-tight compartments, any one of which is of sufficient reserve buoyancy to keep the vessel afloat in case of serious puncture below the water-line.

"All of the spaces below deck can be reached by independent hatches from the main deck, and, with the exception of the lazarette, all holds communicate by means of small water-tight doors in the upper part of the bulkheads, thus affording means of fore and aft communication below the main deck in case it is not practicable or desirable to open the main deck hatches when once the serious work of the expedition has commenced.

"One of the first things that strikes the seafaring man as missing from this remarkable vessel is the water-tanks, which is accounted for by the fact that fresh water can be had in plenty in the polar regions, and for that reason the distilling plant is small, thus saving much valuable space that otherwise would have been consumed by the tanks."

The ship will take a tremendous pounding from the ice, owing to her extraordinarily heavy bow framing. In her design and construction the aim has been to provide a structure that will take the shock of the impact 'all over' and not locally at the bow or amidships. This result it has been sought to attain by the very heavy scantling of the main keel, also the main, top, sister and side keelsons. To carry out the idea additional outer keelsons, extending back from the fore-foot, are fitted directly under the foremast step. The writer goes on to say:

"A very interesting feature of this entire framing is the filling between the frames and the timbers; every opening between the timbers, futtocks, and top timbers, cants, etc., is filled in solid to the plank sheer with a liquid filling. After the plank had been worked and fastened, a liquid filling of sawdust and marine glue was poured down in all cavities from the top sides, so that between the inside course of the plank and the ceiling, the frame has been made a solid water-tight structure in itself.

"One is apt to marvel at the size of the deck beams, carlings, and four-and-afters, which would be considered heavy for a vessel twice the size of the *Roosevelt*, but when it is considered that at a critical moment, such as being squeezed from both sides at once, just at, above, or below the water-line, the life of the ship may depend upon the strength of one or perhaps two of these beams, their looks become unimportant, and crushing strength becomes the factor. It would seem that the designer had succeeded in providing a very strong deck structure. . . . .

"The anchors of this vessel are of the stockless type and are arranged to be housed up close into the hawse-pipe, and are handled by a steam windlass from the forecastle deck with a small inverted engine located on the under side of the forecastle beams. . . . .

"The steering-gear of the vessel is a combination of hand and steam gear, arranged so that the vessel can be steered from four different points. In case of break-down at any one of these four points, relief tackle can be rigged up over the quadrant aft of the main deck. In view of the fact that the rudders are quite frequently carried away in the Arctic regions, the steering-gear arrangements have received deliberate consideration for strength of parts.

"The fore, main, and mizzen masts are of single sticks of Oregon pine, the topmast and and bowsprit are of yellow pine, the gaffs and spanker booms of spruce. . . . . .

"The rigging is of galvanized wire rope almost throughout. The lower topmast rigging is served for the entire length. All the standing rigging is set up inside the bulwark with rigging screws, shrouds, stays, and back stays, and laid down over the heads of the masts with eyes."

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling

London—Bank T.T.	1/10
Do. demand	1/10 11/16
Do. 4 months' sight	1/10 13/16
France—Bank T.T.	2.36½
America—Bank T.T.	45½
Germany—Bank T.T.	1.92½
India T.T.	140½
Do. demand	141
Shanghai—Bank T.T.	71
Singapore T.T.	6 %
Japan—Bank T.T.	92½
Java—Bank T.T.	113½

Buying.

4 months' sight L/C	1/10 15/16
4 months' sight L/C	1/11 1/16
30 days' sight San Francisco & New York	46½
4 months' sight do.	47½
30 days' sight Sydney and Melbourne	1/11 3/16
4 months' sight France	2.40½
6 months' sight "	2.42
4 months' sight Germany	1.97
Bar Silver	27 3/16
Bank of England rate	2½ %
Sovereign	10.58

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

		Per picul
Malwa New	@	1,175
" Old	@	1,250/1,280
" Older	@	1,300/1,320
" Oldest	@	1,370
		Per chest
Patna New	@	1,095
Benares New	@	1,052½
Persian (Paper)	@	780/910

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

From	Steamers	Due
GLASGOW and LIVERPOOL	"ANTENOR"	3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	4th "
GLASGOW and LIVERPOOL	"ORESTES"	9th "
GLASGOW and LIVERPOOL	"ULYSSES"	9th "
GLASGOW and LIVERPOOL	"OOPACK"	9th "
GLASGOW and LIVERPOOL	"PELEUS"	16th "
GLASGOW and LIVERPOOL	"ALCINOUS"	23rd "
GLASGOW and LIVERPOOL	"AGAMEMNON"	30th "
GLASGOW and LIVERPOOL	"JASON"	31st "
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.

HOMEWARD.

For	Steamers	To sail
*GENOA, MARSEILLES & L'POOL	"TELEMACHUS"	27th July.
LONDON, AMSTERDAM & ANTWERP	"AJAX"	1st August.
LONDON, AMSTERDAM & ANTWERP	"IDOMENEUS"	15th "
*GENOA, MARSEILLES & L'POOL	"STENTOR"	20th "
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	29th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	12th September.
*GENOA, MARSEILLES & L'POOL	"YANGTSZE"	20th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

For	Steamers	To sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *viâ* NAGASAKI, KOBE and YOKOHAMA	"MACHAON"	7th August.
	"JASON"	3rd September.

WESTWARD.

From	Steamer	Due
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW"	17th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th July, 1905. [1

CHINA NAVIGATION CO., LIMITED.

For	Steamers	To Sail.
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"KANSU"	28th July.
NINGPO and SHANGHAI	"TIENTSIN" †	30th "
MANILA	"TAMING" *	1st August.
CEBU and ILOILO	"SUNGKIANG" *	2nd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN" * ‡	2nd "

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th July, 1905. [6

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon and Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Notley	MANILA	SATURDAY, 29th July, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 5th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 22nd July, 1905. [5

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"INDRAWADI"	THURSDAY, 10th August.
"SIERRA BLANCA"	20th September.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 25th July, 1905. [11

BOO CHEONG,
書 畫
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle and Ellams Duplicator.

Hongkong, 23rd February, 1905. [64

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904. [61

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M., if tide permits.

FARES:—Week Days, 1st Class, including Cabin and servant, Single, $3; Return Ticket, $5; 2nd Class, $1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, $1; Return, $2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents.

Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of $2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged $3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 13th June, 1905. [14

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

	Tons	Captain
"KWONG CHOW"	1,309	J. P. MARTIN.
"KWONG TUNG"	1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ...$4
Meals ...$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 26th June, 1905. [17

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"
1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9.30 P.M., returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she make an EXCURSION TRIP to MACAO, leaving Hongkong at 8.30 A.M., and returning from Macao about 7.30 P.M.

The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

FARES:

First Class single journey to Canton		$3.00
Second " " " "		1.50
First class single journey	to Macao	1.00
	with Cabin	2.00
" " return "	to Macao	2.00
	with Cabin	3.00
Second " single "		80 Cents.
" return "		$1.50
Third " single "		30 "
" return "		50 "

Breakfast, Tiffin or Dinner $1 each only. Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the S.S. *Perseverance*.

For further information, apply to the Office of

YUK ON S. S. Co., LD.,
No. 216, Wing Lok Street, Hongkong,
or to
Messrs. WENDT & Co., Canton Agents.
S. A. NORONHA, Macao Agent.

Hongkong, 17th May, 1905. [523

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"ST. HUGO"	12th August, 1905.
"SHIMOSA"	to follow.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents

Hongkong, 19th July, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
TIENTSIN VIA SWATOW & CHEFOO	*ESANG*	THURSDAY, 27th July, 3 P.M.
SHANGHAI	*KWONGSANG* †	FRIDAY, 28th July, 3 P.M.
MANILA	*LOONGSANG* *	FRIDAY, 28th July, 4 P.M.
S'GAPORE, S'RABAYA & SAMARANG	*HOPSANG*	WEDNESDAY, 2nd Aug., 3 P.M.
SANDAKAN VIA KUDAT	*MAUSANG* ‡	THURSDAY, 3rd August, 3 P.M.
S'GAPORE, PENANG & CALCUTTA	*NAMSANG* *	TUESDAY, 8th August, Noon.

† Taking Cargo on through Bills of Lading to Chefoo, Newchwang, Tientsin and Yangtsze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

‡ Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 26th July, 1905. [460

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenthin	August 12th, 1905.
"ARAGONIA"	5,198	Schuldt	September 1st, "
"NICOMEDIA"	4,370	Wagemann	September 26th, "
"NUMANTIA"	4,370	Feldtmann	October 14th, "

The S.S. "Arabia" left Portland on the 2nd inst., and is expected to arrive here on August 2nd.
The S.S. "Aragonia" left Portland on July 22nd, and is expected to arrive here on August 22nd.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

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"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"BENARTY,"

Capt. Sarchet, will be despatched as above, on or about 2nd August.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 20th July, 1905. [756

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched for the above Ports, on WEDNESDAY, the 9th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th July, 1905. [754

FOR SHANGHAI, YOKOHAMA & KOBE.

THE Steamship

"RHENANIA,"

Captain Foerck, will be despatched for the above Ports, on the 30th instant, at Noon.

This Steamer has splendid accommodation for Passengers and carries a duly qualified Doctor and Stewardesses.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th July, 1905. [773

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"ZAIDA,"

Captain C. Willis, will be despatched as above, on TUESDAY, the 1st August, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 24th July, 1905. [769

A FOOK & Co.,
12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch.
Moderate terms.
Orders solicite.

Hongkong, 23rd February, 1905. [63

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD
HONGKONG.

CABLE ADDRESS,—*Telegraph*, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages $1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES,
PAMPHLETS,
CARDS,
CIRCULARS,
EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.,
1, Ice House Road
Hongkong.

THE TERMS OF PEACE.

VIEWS OF AN EXTREMIST.

Dr. T. Senga, *Hogakuhakashi* (now Professor in the Kyoto University) contributes to the current number of the *Revue Diplomatique* (a Japanese magazine) an article on the terms of peace, which, in view of the present situation, will be read with interest.

Although the Japanese people are united in the prosecution of the war, says Dr. Senga, they seem to have arrived at no common understanding as to the principal conditions on which peace is to be restored, and lack of unity in this respect may result disastrously for Japan when the fruits of victory come to be gathered in. Regarding the terms of peace Japanese opinion is as widely divided as the views are divergent. Among the moderates there are those who would like to see the war stop with occupation of Harbin or Vladivostok; the latter to be merely held pending payment of an indemnity by Russia. On the other hand, one section of the "inflexibles" insists on the annexation of Vladivostok irrespective of indemnity; the second says the war must go on until the Baikal is reached; while the third, the most strenuous, urges that the campaign should be pushed on to the west of the Baikal. As the war is conducted by the united resolve of the nation, so the terms of peace, on which the future welfare of the country depend, must be sought by the united action of the people. It is the more important that the people should be at one in this question because the Government is supposed to be moderate in its views.

In my opinion, Dr. Senga continues, Japan must not be satisfied with the acquisition of Port Arthur, Vladivostok, Kamtschatka, and Saghalien, but all the Russian territory east of Baikal should be annexed to Japan. Some people would oppose the acquisition of a great extent of territory on the ground that it would prove a drain on Japanese resources, and they would prefer an indemnity to the extension of territory. They seem to lose sight of the dangers likely to result from such a policy. If Japan should agree to conclude peace with the annexation of Port Arthur and Saghalien alone, Russia will not abandon her policy of aggrandisement in the Far East. Probably she will endeavour to strongly fortify the territory east of the Baikal, and make Vladivostok so strong as to be impregnable. The Siberian Railway will be doubled or quadrupled so that troops and supplies may be sent to the East with the utmost promptitude in case of emergency. Of course Japan will station in Manchuria a sufficient number of troops to cope with the Russians, but it is problematical whether Japan could be as successful as in the present campaign should hostilities break out again after Russia had strongly fortified all the important points between the Baikal and Vladivostok. A good object lesson is furnished by France, which, after the Franco-Prussian war, constructed a number of fortifications all along the German frontiers at an enormous expenditure of money. If, on the other hand, Japan fortifies the important points east of the Baikal she could then check an invasion of the Russians with a comparatively small number of troops.

Considered from an economical point of view the acquisition of large territory also greatly helps in the development of a country's commerce and industry. In a country of limited extent, commerce and industry cannot be undertaken on a large scale; nor can they be established on a firm basis if undertaken. No small country can ever aspire to be a first-class industrial nation. Manufacturing industries which are run with the object principally of supplying the foreign market may meet with a sudden check and decline if the countries to which the manufactures are exported impose a high protective tariff on such goods. Even though the goods may be free from a high tariff they must always suffer from the competition of other countries. The foundation of manufacturing industries, which are not primarily dependent on domestic requirements, must, therefore, be regarded as very unstable. Moreover, there is a unity among various classes of commerce and industry, and only one or two of these can ever become prosperous. Take the manufacture of shirtings as an example. This industry cannot be carried on upon an extensive scale unless the spinning, weaving, and dyeing industries are equally well developed. Japan imports a large amount of shirting annually, but the demand is not sufficiently large to justify its manufacture in Japan, on such a scale as is done in Great Britain. Again, the manufacture of machinery cannot be fully developed unless a country possesses a large territory to create a demand. An industry which relies on the demand in foreign markets is, as has already been remarked, very unstable. Of course there are exceptional cases. Switzerland, a mountainous country having an abundant supply of water for manufacturing purposes, long since developed into an industrial country. Watch-making, among other things, has been one of its principal trades for many years, but this trade can hardly compete with similar products from a large country in foreign markets. At first Swiss watches were imported in great numbers into the United States, but but owing to the protective policy of the latter country European manufactures have been gradually excluded from America. Americans started watch-making, and American watches are now driving the Swiss article out of the Japanese market, as they are no doubt doing in other parts of the world. Switzerland, though at one time it promised to become a thriving industrial country, cannot attain to the first class dimensions industrially of England or the United States, simply because she is a small country and her industries are not based on domestic requirements. The same is true in the case of Holland and Belgium.

Turning to Japan, it will be observed that her industrial future is far more promising than that of those European countries mentioned above, but, as it is, Japan's sphere of industrial activity is as yet too limited for her to become a first-class industrial Power. Germany, for example, can hardly hope to become half of what Great Britain is, in an industrial sense, simply because she has no such extensive colonies. If Japan wishes to be strong industrially she must extend her colonies, or at least have much greater territory included in her spheres of influence. It may be argued that the territory east of the Baikal is so sparsely populated that Japan can hardly hope to greatly increase the demand for her manufactures in those parts, while Manchuria being Chinese territory it cannot be regarded as a Japanese possession. True, Japan wants Siberia primarily for strategical purposes, but the fertile soil of the region is well adapted for Japanese colonisation. There is little or no reason to fear the rigorous climate. The Japanese are not a race to be easily overcome by the cold. Japanese students who go to Germany generally enjoy better health there than at home, whereas many Americans are injuriously affected by the German climate. The reason why the Japanese dread cold regions is because they do not take proper means to combat the cold.

[Continued on page 7.]

THE TERMS OF PEACE.

VIEWS OF AN EXTREMIST.

[Continued from page 6]

"During a sixteen years' stay in Berlin, I caught cold only three times, though I was a constant victim while at home; yet since my return to Japan I have been subject to colds as often as prior to my leaving the country. This is no doubt due to the difference in the construction of dwelling-houses and in the costume. In a sense the Japanese may be said to be a people endowed with the utmost endurance for withstanding the cold, for no European, from whatever cold country he may come, can be expected to live comfortably in a Japanese house in the native style during the winter. The Siberian climate therefore is not unfit for Japanese colonisation provided sufficient provision is made against the weather."

The surplus population of Japan should be sent to those colonies where the Japanese manufactured article will find a market. Japan in return will receive a supply of agricultural and marine products from her new colonies to make up the deficiency of her foodstuffs at home. If she develops into a substantial industrial country she can easily maintain double her present population, but the problem that confronts the country is the food question. Unless Japan possesses colonies from which to draw her food supply she will necessarily have to depend on either America or Russia for food, and in case of emergency she will be at the mercy of these nations.

Some people may combat the idea that the demand for Japanese goods in Manchuria is to be regarded in the same light as in Japan proper, and will consequently urge that it would be a mistake to start industries in anticipation of such a market. True Manchuria will not be annexed to Japan, but Japanese troops will not evacuate Manchuria after the restoration of peace for obvious reasons. Consequently, Manchuria will come under Japan's sphere of influence and Japanese business men will have an opportunity for activity there.

For the reasons stated above, concludes Dr. Senga, it is necessary, if Japan aspires to be a first-class industrial country, to carry out the military occupation of Manchuria in the future and to annex the territory east of Lake Baikal as a condition of peace. If this is done Japan will continue in her commercial and industrial expansion; but if otherwise, she will have to shut herself up in her island empire and become economically the slave of America or Russia. And therefore the present war is worth fighting however Japan may be called to make heavy sacrifices in men and money in order to attain the end here outlined.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

COLONIAL AUTHORESSES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—May I encroach on your space with the following:—

The necessity of making known, and finding a market for, the writings of Colonial authoresses in the Home Country is one of the chief objects of the Lyceum Club, which has for its aim the bringing together of all the intellectual and artistic women of the world. So much good work has reached the head-quarters of the Club, 128 Piccadilly, London, England, that it has been decided to publish volumes of work contributed entirely by Colonial members, Australia, Africa, Canada, India and New Zealand each being represented by a volume or volumes, according to the quality of work. Mrs. Alfred Lyttleton, wife of the Colonial Secretary, is deeply interested in the scheme, and many prominent English writers, including Thomas Hardy, Robert Barr, Mrs. Flora Annie Steel, etc., etc. have promised to judge the work sent in.

There are no restrictions as to the length or nature of the literary work—short stories, sketches, poems, and even novels being allowable, but owing to the enormous quantity anticipated, only work of real merit should be sent. All MSS. must be type-written and written on one side of paper only. The authors will be well remunerated on a royalty basis, and the greatest interest in the forthcoming books is being manifested.

The last day for sending in will not be till Jan. 31, 1906, so that Colonial women writers will have full time to send for full particulars to Miss Constance Smedley, Lyceum Club, 128 Piccadilly, London, England.

Known and unknown writers are invited to compete in the representation of their Colony.

The Lyceum Club is also instituting a gigantic International Competition for the works of women composers. These musical compositions which must be unpublished and which must not have been publicly performed, will be judged by a magnificent International Jury of the world's greatest musicians. The jury is being organised from the principal music-centres of the world, and the time fixed for sending in is not until May 1st, 1906, so that composers in all parts of the world may have due chance. Orchestral and choral compositions, vocal and instrumental music will all be suitable. All music must be sent to Miss Constance Smedley, Lyceum Club, 128 Piccadilly, London, England.

The successful compositions will be performed at a series of Concerts in the finest West-End Hall in London, as well as in Paris and Berlin, interpreted by the finest artistes—so that unknown musicians or composers condemned to the incessant turning out of pot-boilers, may wake to find themselves famous not only in London but throughout Europe!

In all these Competitions, the Lyceum Club has determined to raise the standard of woman's work, and by the severity of their tests, and the great recognition awarded to the work which withstands those tests, to encourage women in the pursuit of the highest ideals. Some of the world's greatest authors, artists and musicians, men and women alike, have given their practical support and help to the Lyceum Club in this great object, and these names include those of Sir Lawrence Alma-Tadema, R.A., John Lavery, John Swan, R.A., L. Raven-Hill, David Murray, R.A., Byam Shaw, George Clausen, A.R.A.—Among the artists who judge the Lyceum Art Exhibitions. Esther Palliser, Mark Hambourg, Blanche Marchesi, Percy Grainger, Kreisler, Fanny Davies, Susan Strong, are among the musicians who play at the Lyceum Club and are helping it in its musical aspirations; while Conan Doyle, Rider Haggard, Jerome K. Jerome, Maurice Hewlett, Robert Barr, Anthony Hope, Mr. and Mrs. Egerton Castle, Beatrice Harraden, Mrs. Campbell Praed and Helen Mathers are among the authors whose faces one sees at the weekly house-dinners at the magnificent London Club-house, and who have in public speech and word expressed their deep sympathy with the objects of the Club.—Yours very truly,

CONSTANCE SMEDLEY.

Lyceum Club, 24th July.

PALACES OF THREE GREAT RULERS.

No monarch in the world excels the Czar of Russia in the splendor of his palaces, Tsarskoe-Selo, near St. Petersburg, where the Emperor has been staying recently, has a park around it which is eighteen miles in circumference.

One room of the palace has walls of lapis lazuli and a floor of ebony inlaid with mother of pearl. Another has walls of amber curiously carved, and the walls of a third are laid thick with gold.

In the throneroom of the palace of the Shah of Persia there is a carpet so thickly sown with pearls that the texture of the cloth can hardly be seen. Near it is the throne of carved wood, studded with jewels valued at $5,000,000.

Near the throne stands a huge silver vase set with pearls and turquoises, but, strange to say, alongside of it stands a cheap European painted urn, such as can be bought anywhere for a dollar.

The Shah has curious ideas about the value of things, and on the walls of one room a painting by one of the old masters hangs side by side with a gaudy poster advertising a dealer in fish hooks.

And everywhere about the palace are cats. The Shah has a specimen of every kind of cat of which he has ever heard, and there is hardly a country that is not represented in the feline army which it is the pleasure of the Persian ruler to maintain.

To take care of this assemblage of cats there is a corps of well paid officials.

The palace of the Emperor of Abyssinia is a large building, built like a Swiss chalet, with a red tiled roof and whitewashed walls. It is a very ordinary affair, and is surrounded by huts and other inferior buildings. There is nothing splendid about the palace or its furnishings, and, indeed, it would be considered as quite lacking in everything except size as a residence for an American of moderate means.

But it is the palace of an Emperor, nevertheless, and of a powerful one.

Shipping.

Arrivals.

Cheang Chew, Br. s.s., 1,213, E. Edwards, 25th July,—Singapore 9th July, Gen.—Chinese.

Heim, Nor. s.s., 757, A. Eriksen, 25th July,—Bangkok 17th July, Rice.—Yuen Fat Hong.

Daijin Maru, Jap. s.s, 900, H. Ohta, 25th July,—Amoy 23rd July, and Swatow 24th, Gen.—O. S. K.

Athenian, Br. s.s., 2,440, S. Robinson, R.N.R., 26th July,—Vancouver, B.C., 26th June, and Shanghai 23rd July, Flour and Gen.—C. P. R. Co.

E-Sang, Br. s.s., 1,127, S. J. Payne, 26th July,—Canton 25th July, Gen.—J., M. & Co.

Brand, Nor. s.s., 1,517, J. Johannsen, 26th July,—Canton 25th July, Gen.—Order.

Kowloon, Ger. s.s., 2,318, H. Stehr, 26th July,—Canton 26th July, Gen.—S. & Co.

Malta, Br. s.s., 3,900, R. A. Peters, 26th July,—Bombay 11th July, and Singapore 21st, Mails and Gen.—P. & O. S. N. Co.

Clearances at the Harbour Office.

Childar, for Samarang.

Paklat, for Swatow.

Esang, for Swatow.

Departures.

July 26.

Promise, for Swatow.

Achilles, for Shanghai.

Amigo, for Haiphong.

Passengers arrived.

Per *Cheangchew*, from Singapore—152 Chinese.

Per *Athenian*, from Vancouver—Dr. and Mrs. L. Keem, and Dr. Chadwick Kew. From Yokohama—Messrs. L. C. Rees and T. Nuemeda. From Kobe—Messrs. Ivoko and Tang Shin Win. From Nagasaki—Capt. Bomsson, Paoli, Carolotte, Castaldi, Anisse and Blazy. From Shanghai—Mr. and Mrs. H. Van Ulm, and 42 Chinese.

Per *Rubi*, from Manila—Mr. and Mrs. C. A. Griscom, Mr. Howard Wood, Misses Rachel Wood, Marion Wood, Messrs. E. Voelbrecht, E. V. Platt, Mrs. E. Rees, Messrs. C. M. Nygaard, H. H. Rees, E. B. Rees, Samuel McCurdy, W. D. Clark, J. H. Goble, Wm. Muhme, Miss Shika, Messrs. R. G. Elliott, N. N. de Lange, I. Shimoto, F. Dioniso, and 16 Chinese.

Passengers departed.

Per *Prinz Waldemar*, for Friedrich Wilhelmshafen—Messrs. G. Mahler, H. Reese, A. Puff, T. Averberg, H. Buschoff, W. Schafenberger, P. Hennecke, C. Petri, B. Steime, Sisters C. Frings, E. Wirts, D. Simoms, W. Neck, L. Lindung, C. Weher, P. Schmitz and V. Steinkiller. For Herbertshohe—6 Chinese. For Matupi—Mr. J. Hama, Mrs. H. Omume, Miss O. Omatsu, and 7 Chinese. For Sydney—Dr. Peet, Lieut. E. Rogers, Mr. F. van Cooth, Mrs. J. Williams and 2 children.

Shipping Report.

Str. *Heim* from Bangkok:—W'ly and SW'ly wind, strong breeze, with heavy squalls.

Str. *Cheang Chew* from Singapore:—Strong SW. monsoons and sea, from Padaran into port.

Vessels in Port.

STEAMERS.

Aldershot, Br. s.s., 1,354, Adam, 5th July,—Canton 5th July, Gen.—D. & Co., Ld.

Benledi, Br. s.s., 2,508, Potter, 25th July,—London via Ports 10th July, Gen.—G., L. & Co.

Borneo, Ger. s.s., 1,344, F. Sembill, 21st July,—Sandakan 15th July, Timber.—M. & Co.

Catherine Apcar, Br. s.s., 1,730, A. Stewart, 24th July,—Singapore 18th July, Gen.—D., S. & Co., Ld.

China, Am. s.s., 3,186, D. E. Friele, 19th July,—San Francisco 17th June, and Manila 17th July, Mails and Gen.—P. M. S. S. Co.

Empress of China, Br. s.s., 3,046, R. Archibald, R.N.R., 25th July,—Vancouver, B.C., 3rd July, and Shanghai 22nd, Mails and Gen.—C. P. R. Co.

Hanoi, Fr. s.s., 738, P. N. Merlees, 24th July,—Haiphong 17th July, and Hoihow 23rd, Pigs and Gen.—A. R. M.

Hohenzollern, Ger. s.s., 6,660, O. Kraeft, 20th July,—from Genoa, Ballast.—M. & Co.

Kampot, Fr. s.s., 412, Le Bail, 24th July,—Kwanchowwan and Macao 23rd July, Gen.—Man Fat.

Kensington, Br. s.s., 2,247, Dower, 22nd July,—Salina Cruz 19th June, Ballast.—C. C. S. S. Co.

Laertes, Br. s.s., 1,341, J. B. Jackson, 20th July,—Saigon 16th July, Meal and Gen.—Chinese.

Lisa, Swed. s.s., 1,577, H. Horndahl, 21st July,—Kobe 17th July, Gen.—Shun Tai S. N. Co.

Loongsang, Br. s.s., 1,093, G. S. Weigall, 24th July,—Manila 21st July, Gen.—J., M. & Co.

Loosok, Ger. s.s., 1,020, G. Schultzen, 22nd July,—Bangkok 14th July, Rice.—B. & S.

Magallanes, Am. s.s., A. Ytezabal, 18th July,—Manila 6th July, Sugar.—Order.

Mausang, Br. s.s., 1,644, R. Houghton, 21st July,—Sandakan 16th July, Timber and Gen.—J., M. & Co.

Mercedes, Br. s.s., 3,300, McGregor, 14th July, Weihaiwei 9th July, Ballast.—Order.

Netherton, Br. s.s., 2,755, J. Simpson, 19th July,—Sydney 26th June, Coal.—A., K. & Co.

Rubi, Br. s.s., 1,619, A. H. Notley, 25th July,—Manila 21st July, Gen.—S., T. & Co.

Telemachus, Br. s.s., 4,802, J. H. Goodwin, 23rd July,—Tacoma, U.S.A. via Japan 3rd June, Gen.—B. & S.

Vandalia, Ger. s.s., 4,179, H. Hause, 25th July,—Singapore 18th July, Gen.—H. A. L.

Wongkoi, Ger. s.s., 1,170, W. Reher, 21st July,—Bangkok via Swatow 20th July, Rice and Gen.—B. & S.

SAILING VESSELS.

Kenilworth, Am. ship, 2,176, Colley, 22nd July,—from Manila, Ballast.—Master.

Steamers Expected.

Vessels	*From*	*Agents*	*Due*
Ambria	Moji	H. A. L. ...	July 27
Rhenania	Singapore	H. A. L. ...	July 28
Tjipanas	Moji	J. C. J. L...	July 29
Namsang	Singapore	J., M. & Co	July 30
Bogor	Macassar...	J. C. J. L...	July 30
Taiyuan	Japan	B. & S. ...	July 31
P. Sigismund...	Sydney ...	M. & Co...	July 31
Doric	Japan	O. & O. Co	Aug. 1
Scharnhorst ...	Japan......	M. & Co...	Aug. 1
P. E. Friedrich	Colombo...	M. & Co...	Aug. 1
Arabia	Japan	P. & A. Co	Aug. 2
Emp. of India..	Vancouver.	C. P. R. Co	Aug. 14
Ras Dara ...	New York.	S., T. & Co	Aug. 21
Aragonia	Portland...	P. & A. Co	Aug. 22

Hongkong & Whampoa Dock Returns.

Magallanes	at	Kowloon	Dock.
Humber..........	„	„	„
Progress	„	„	„
H.M.S. Janus	„	„	„
Poschan..........	„	„	„
Kenilworth	„	„	„

Ships Passed The Canal.

Outward—13th June—*Den of Crombie.* 17th June—*Liberia, Grafton, Patroclus, Verdandi, Keemun, Fengtien.* 21st June—*Southgrove.* 24th June—*Malacca.* 30th June—*Wittekind, Agincourt.* 4th July—*Oceano, Eornexchange, Atholl, Rhenania, Stuttgart, Pyrrhus, Korana.* 7th July—*Merionethshire, Antenor, Machaon, Candia, Glenroy.* 12th July—*Prinz Eitel Friedrich.* 14th July—*Armand Behic, Orestes, Indrasamba, Oopack, Ulysses* 19th July—*Barotse, Bengloe, Freya, Pocahontas.*

Homeward—14th July—*Kintuck, Zieten.* 19th July—*Bantu.*

Arrivals at Home—14th June—*Kutsow.* 17th June—*Agamemnon.* 21th June—*Teenkai, Artemisia.* 27th June—*Jason, Pera.* 30th June—*Schuylkill, Trieste, Ernest-Simons, Slavonia.* 4th July—*Roon, Nassovia.* 7th July—*Lowther Castle.* 12th July—*Laertes, Benvenue, Tydeus, Dardanus, Diomed.* 14th July—*Bayern, Hudson, Benalder, Polynesien.* 19th July—*Segovia, Indrani.* 25th July—*Ceylon, Deucalion, Preussen, Sagami, Suevia, Abergeldie, Whampoa, Fallodon Hall, Socotra, Poona.*

Post Office.

A Mail will close for:—

Bangkok—Per *Wongkoi*, 27th July, 9 A.M.

Macao—Per *Heungshan*, 27th July, 1.15 P.M.

Swatow, Chefoo and Tientsin—Per *Esang*, 27th July, 2 P.M.

Shanghai—Per *Eiger*, 27th July, 3 P.M.

Swatow, Amoy and Foochow—Per *Emma Luyken*, 27th July, 5 P.M.

Haiphong—Per *Hanoi*, 28th July, 9 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *China*, 28th July, 11 A.M.

Swatow, Wei-hai-wei, Chefoo and Tientsin—Per *Kansu*, 28th July, 11 A.M.

Macao—Per *Heungshan*, 28th July, 1.15 P.M.

Shanghai—Per *Kwongsang*, 28th July, 3 P.M.

Kudat and Sandakan—Per *Borneo*, 29th July, 8 A.M.

Manila—Per *Rubi*, 29th July, 10 A.M.

Europe &c., India, via Tuticorin—Per *Chusan*, 29th July, 11 A.M.

Macao—Per *Heungshan*, 29th July, 1.15 P.M.

Ningpo and Shanghai—Per *Tientsin*, 29th July, 5 P.M.

Macao—Per *Heungshan*, 31st July, 1.15 P.M.

Amoy, Straits and Rangoon—Per *Zaida*, 31st July, 5 P.M.

Manila—Per *Taming*, 1st Aug., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 2nd Aug., 10 A.M.

Batavia, Samarang, Sourabaya and Macassar—Per *Tjipanas*, 2nd Aug., 10 A.M.

Europe, &c., India, via Tuticorin—Per *Scharnhorst*, 2nd Aug., 11 A.M.

Singapore, Sourabaya and Samarang—Per *Hopsang*, 2nd Aug., 2 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Taiyuan*, 2nd Aug., 3 P.M.

Cebu and Iloilo—Per *Sungkiang*, 2nd Aug., 3 P.M.

Sandakan—Per *Mausang*, 3rd Aug., 2 P.M.

Kudat and Sandakan—Per *Mausang*, 3rd Aug., 2 P.M.

Shanghai, Moji, Kobe and Yokohama—Per *Bogor*, 4th Aug., 11 A.M.

Manila—Per *Zafiro*, 5th Aug., 11 A.M.

Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per *Tremont*, 8th Aug., 11 A.M.

Singapore, Penang and Calcutta—Per *Namsang*, 8th Aug., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian* 9th Aug., 11 A.M.

Frederich, Wilhelmshafen, Herbertshohe, Matupi, Brisbane, Sydney and Melbourne—Per *Prinz Sigismund*, 22nd Aug., 11 A.M.

☞ On and after 5th July, 1905, the rate of postage on letters from Hongkong and the British Postal Agencies in China to Australia will be at the rate for 4 cents for each half ounce instead of 10 cents as at present.

The rate of postage on letters from Australia to Hongkong and the British Postal Agencies in China will be reduced from 2½d. to 2d. for each half ounce.

☞ Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namtao, Sanbue, Kongmoon, Kumchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

HONGKONG.

Baker, A. S.
Bingham, Mr. & Mrs. J. E. and child
Birbeck, R. J.
Bissell, W. S.
Bisney, S.
Blair, D. K.
Bonner, E. A.
Brighton, F. G.
Broughall, L.
Bunner, Mr. and Mrs. W. C.
Carter, W. L.
Chambers, Mr. & Mrs. H. K.
Clark, Hon. Dr. Francis
Clark, Mr. and Mrs. A. R. G.
Clark, T.
Clegg, R.N., Eng. Lt. and Mrs. H. I.
Cunningham, G.
Davies, F. O.
Deacon, F. B.
Delacour, Mr. and Mrs. A.
Doolittle, F. H.
Douglas, Capt. & Mrs. I.
Downing, Mr. T. C.
Fletcher, H.
Glover, C.
Grant, A. W.
Griscom, valet and Japanese maid
Grone, Dr. F.
Hall, Capt. T.
Haines, C. V.
Harding, R.
Haslett, H. J.
Hislop, R. C.
Hurst, R.N., Engineer-Capt.
Innes, Capt. R.
Kempf, H. H.
Kerr, F.
Laing, A. H.
Large, H. J. C.
Lewis, A. R.
Lewis, L. S.
Luckie, A. R.
Luttringhans, P.
Macdonald, D.
Marriott, Dr. O.
Matsda, K.
Matsudaira, I.
Meikle, Mr. and Mrs. E.
Merlees, Mrs.
Millard, T. F.
Miller, P. L.
Mills, S. R.
Moon, Mr. & Mrs. F. M.
Moore, Dr. W. B. A.
Morrison, Mrs.
Murray, E. H.
Murray, P. C.
Nagatomi, Y. K.
Newington, A. G.
Offord, Mrs. Patey E.
Oliffe, O. C.
Packer, B. L.
Pan, Mr. F. N. Le
Parfitt, W.
Peake, W.
Perkins, Mr. and Mrs. T. L.
Platt, E. A.
Radersma, D.
Roach, Mrs. J. S. and child
Roberts, Mrs. E.
Rochet, L.
Rosenthal, S.
Scott, A. O.
Serebrenikaw, S. A.
Skinn, A. J.
Skott, C.
Snewin, E. A.
Stanley, H. H.
Stein, A. L.
Stewart, W. M.
Strachan, Miss Q.
Taylor, E. A.
Thompson, M. L.
Thornborrow, J.
Trimnell, W. D.
Ulm, Mr. and Mrs. H. Van
Unbehaun, C. H.
Vickers, R. C.
Watkins, Miss E.
Whitlow, A. W.
Windsor, J. B.
Wood, Miss R. B.
Wood, H.
Wood, M. B
Wright, Mr. and Mrs.

PEAK.

Aucott, E. F.
Beattie, A.
Beattie, M. P.
Bornand, Mr. and Mrs.
Bourcheir, Mr. & Mrs.
Boyd, Capt. and Mrs.
Brown, Mr. & Mrs. D. E.
Clothier, A. N.
Cocks, Mr. & Mrs. A. E.
Darling, Col.
Dixon, Mr.
Edwards, Mr. and Mrs.
Gales, Capt.
Hallingworth, Mr. and Mrs.
Harker, B. Brotherton
Hassan, Mr. and Mrs.
Haynes, Col.
Haseland, F. A.
Helsgaun, A.
Hett, Mr. and Mrs. F. Taget
Hindekofet, Mr. & Mrs.
Hudig, D.
Jeffries, H. U.
Johnson, Rev.
Joseph, Mr. and Mrs.
Kaye, Major and Mrs.
Kelsall, Major & Mrs.
King, Dr. and Mrs.
Louder, Mr.
Macdonald, Mr.
Martin, R.
Meice, Mr. and Mrs. G.
Mitchell, R.
Moxon, Mr. and Mrs. Herbert
Muelle, E.
Ollis, F. B.
O'Neil, J. L. Hugh
Parry, Major
Paxton, Capt. H. W.
Phillips, Major
Piggott, Mr. and Mrs.
Pollock, K.C., Mr.
Reigfe, Dr. and Mrs.
Sawer, Capt. and Mrs.
Sinclair, A.
Stadt, Mr. and Mrs. Van de
Stokes, Mr.
Thomas, Mr.
Uffel, W. von
Vandin, Gordon
Vereker, Capt. and Mrs.
White, Dr. and Mrs. M. J.

CRAIGIEBURN.

Dann, G. H.
Frost, B. L.
Gaskell, Mr. and Mrs.
Gibbons, J. B.
Hogg, Mrs.
Kapteyn, B. D.
Lyons, F. W.
Marchant, Capt. and Mrs. and children
McPherson, J. L.
Nicholls, E. A.
Russell, Mrs.
Smith, E. Grant
Smith, Mr. and Mrs. Grant
Webb, Mr. and Mrs. Montague
Wilson, Dr. Newell
Young, J. Ashton

OCCIDENTAL.

Albert, B. E.
Anderson, G.
Avenberg, Tho.
Arp, H.
Bertels, Tho.
Chandler, Lieut., Army Educ " Dept "
Dommik, B.
Erkert, R.
Fisher, R.
Gilibert, C.
Grotenberan, Capt. H.
Hales, G. L.
Harms, F.
Hochne, Dr. Med.
Keyt, Dr. H.
King, Mr. and Mrs. J. W.
Krill, G.
Lowe, Mr. and Mrs.
Lowe, Miss Siesie
Majer, Capt. and Mrs. and child
Möller, H.
Munro, Miss A.
Ohme, A.
Owen, O. E.
Perkins, A. H.
Scharnberg, H.
Sheel, Robt. H.
Vojacek, R.

KOWLOON.

Evans, Mr. and Mrs. Pinkers and child
Hall, J. S.
Kendall, J. H.
Nygaard, U.S.N., C.
Price, Capt. and Mrs. O. L.
Reed, Thos.

	July 25 at 10 a.m.	July 25 at 4 p.m.
Barometer	29.49	29.37
Temperature	82	89
Humidity	89	75
Rainfall	0.87	—

CHINA COAST METROLOGICAL REGISTER.

July 25th, 1905, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock.	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	—	—	—	—	—	—
Hakodate ...	„	—	—	—	—	—	—
Tokio	„	—	—	—	—	—	—
Kochi	„	—	—	—	—	—	—
Nagasaki	„	—	—	—	—	—	—
Kagoshima...	„	—	—	—	—	—	—
Oshima	„	—	—	—	—	—	—
Naha	„	—	—	—	—	—	—
Ishigakijima..	„	—	—	—	—	—	—
Taihoku	5 a.m.	29.54	—	—	S	2	—
Taichu.........	„	29.53	—	—	—	0	—
Tainan.........	„	29.56	—	—	S	8	—
Koshun	„	29.60	—	—	S	6	—
Pescadores...	„	29.51	—	—	S	8	—
Weihaiwei ...	9 a.m.	—	—	—	—	—	—
Gutzlaff	„	29.46	85	83	SSW	3	cv
Sharp Peak...	„	29.52	85	83	SSW	2	o
Amoy	6.30 a.	29.52	80	87	SW	1	f
Swatow	9 a.m.	29.49	80	87	NNE	3	o
Canton.........	„	29.45	86	84	—	0	b
Hongkong ...	10 a.m.	29.49	82	89	—	0	o
Victoria Peak	„	—	—	—	N	1	—
Gap Rock ...	„	29.47	—	—	NW	2	—
Macao	„	29.33	88	—	S	1	o
Haiphong ...	„	—	—	—	—	—	—
Manila.........	„	29.80	81	85	ESE	0	o
Bacolod	9 a.m.	—	—	—	SW	1	b
Iloilo	„	29.85	84	—	WSW	2	b
Cebu	„	—	84	—	S	2	b
C. St. James.	10 a.m.	—	—	—	—	—	—

July 26th, 1905, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock.	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	—	—	—	—	—	—
Hakodate ...	„	—	—	—	—	—	—
Tokio	„	—	—	—	—	—	—
Kochi	„	—	—	—	—	—	—
Nagasaki	„	—	—	—	—	—	—
Kagoshima...	„	—	—	—	—	—	—
Oshima	„	—	—	—	—	—	—
Naha	„	—	—	—	—	—	—
Ishigakijima..	„	—	—	—	—	—	—
Taihoku	5 a.m.	29.48	—	—	—	0	—
Taichu.........	„	29.50	—	—	—	0	—
Tainan	„	29.52	—	—	S	6	—
Koshun	„	29.57	—	—	SE	4	—
Pescadores...	„	29.44	—	—	SE	10	—
Weihaiwei ...	9 a.m.	—	—	—	—	—	—
Gutzlaff	„	—	—	—	—	—	—
Sharp Peak...	„	29.51	85	79	SW	3	o
Amoy	6.30 a.	29.40	81	87	ENE	4	or
Swatow	9 a.m.	29.35	80	91	NE	2	c
Canton	„	—	—	—	—	—	—
Hongkong ...	10 a.m.	29.41	87	79	W	1	o
Victoria Peak	„	—	—	—	W	2	—
Gap Rock ...	„	29.42	—	—	W	4	—
Macao.........	„	29.27	89	—	NW	1	o
Haiphong ...	„	—	—	—	—	—	—
Manila	„	29.80	86	65	SSW	1	o
Bacolod	9 a.m.	—	—	—	—	2	c
Iloilo...	„	29.87	84	—	W	1	o
Cebu	„	—	83	—	S	2	c
C. St. James.	10 a.m.	—	—	—	—	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel...	1,700	4	3,000	Commander Harbord	Weihaiwei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Weihaiwei
Arun	torpedo boat destroyer ...	550	6	7,000	Lieut.-Commander R. H. Heaton ...	Weihaiwei
Astraea	cruiser 2nd class ...	4,360	10	7,000	Captain Lionel G. Tufnell	Shanghai
Bonaventure ...	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Weihaiwei
Cadmus	sloop	1,070	6	1,400	Commander H. du C. Luard...	Weihaiwei
Cherub	water tank and tug	390	—	300	—	Hongkong
Clio	sloop	1,070	6	1,400	Commander H. D. Wilkin, D.S.O. ...	Yangtsze
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory	Weihaiwei
Dee	torpedo boat destroyer ...	560	6	7,000	Lieut.-Commander H. E. Sulivan ...	Weihaiwei
Erne	torpedo boat destroyer ..	550	6	7,000	Lieut.-Commander Bather	Weihaiwei
Ettrick	torpedo boat destroyer ..	560	6	7,000	Lieut.-Commander Lewin	Weihaiwei
Exe	torpedo boat destroyer ...	550	6	7,000	Commander A. F. Everett	Weihaiwei
Fame	torpedo boat destroyer ...	306	6	5,700	Lieut.-Commander Stevenson	Weihaiwei
Glory *	battleship, 1st class	12,950	16	13,500	Captain Hon. Stopford	en route Hongkong
Handy	torpedo boat destroyer ...	275	6	4,000	Lieut.-Commander J. May	Weihaiwei
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards...	Hongkong
Hecla	special service torpedo-v...	6,400	—	2,400	Captain E. F. B. Charlton	Weihaiwei
Hogue...	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Weihaiwei
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawckner	Weihaiwei
Itchen...	torpedo boat destroyer ...	550	6	7,000	Lieut.-Commander C. Seymour	Weihaiwei
Janus	torpedo boat destroyer ...	280	6	5,000	Lieut.-Commander W. H. Darwall ...	Hongkong
Kinsha	river gunboat	85	4	1,700	Lieut.-Commander E. V. F. R. Dugmore	Yangtsze
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Otter	torpedo boat destroyer ..	350	6	6,300	Lieut.-Commander J. Kiddle	Weihaiwei
Rambler	surveying-vessel	835	6	650	Commander C. E. Monro	Surveying
Robin...	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan.	Hongkong
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Sirius	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Singapore
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtsze
Taku	torpedo boat destroyer ...	250	6	6,500	In reserve	Hongkong
Sutlej	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtsze
Virago	torpedo boat destroyer ...	355	6	6,300	Lieut.-Commander Gregory	Weihaiwei
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Surveying
Whiting	torpedo boat destroyer ..	360	6	5,900	Lieut.-Commander C. E. L. Thomas ...	Weihaiwei
Widgeon	river gunboat	195	2	800	Lieut.-Commander G. B. Spicer-Simson	Yangtsze
Woodcock...	river gunboat	130	2	550	Lieut.-Commander Hugh Somerville ..	Yangtsze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox... ..	Yangtsze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	123	—	500	Lieut. Jeannel	Wuchow
Avalanche	river gunboat	140	5	150	—	Haiphong
Baionnette	river gunboat	—	—	150	—	Saigon
Caronade	river gunboat	—	—	150	Lieut. Hue	Saigon
Casse-tête	river gunboat	140	5	150	—	Saigon
Comète	gunboat	525	4	438	Lieut. Merveilleux du Vignaux	Gulf of Siam
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allaire...	Baie d'Along
Décidée	gunboat	645	10	1,000	Lieutenant L'Eost	Haiphong
Descartes	cruiser...	3,985	14	5,500	Commander Amet	Baie d'Along
Estoc	river gunboat	303	—	—	Lieut. Mère	Haiphong
Francisque...	destroyer	303	7	6,300	Lieut. Cotoni	Haiphong
Fronde	destroyer	350	—	303	Lieut. Jehenne...	Haiphong
Guichen †	protected cruiser	—	—	—	—	Baie d'Along
Gueydon	armoured cruiser	9,376	7	20,200	Capt. Ridoux	Baie d'Along
Henri Rivière	river gunboat	—	—	—	Lieut. Portier	Haiphong
Jacquin	river gunboat	200	6	308	Lieut. Corlouer	Haiphong
Javeline	destroyer	307	—	300	Commander Sagot-Duvauroux	Haiphong
Kersaint	cruiser...	1,250	7	2,200	Commander Simon	Saigon
Lynx	sub-marine...	—	—	—	Armbruster...	Saigon
Montcalm*...	armoured cruiser	9,700	12	19,600	Capt. Duval	Saigon
Mousquet	destroyer	307	7	6,300	Lieut. Prat	Baie d'Along
Olry	river gunboat	—	—	—	Lieut. Grellier...	Chungking
Peiho	gunboat	—	—	—	Lieut. Lavissière	Tongku
Pistolet	destroyer	307	7	6,300	Lieut. de Reinach-Werth	Baie d'Along
Protée...	sub-marine...	—	—	—	Lieut. Glorieux	Saigon
Redoutable...	battleship, reserve	9,437	8	6,071	Commodre C. P. M. Poidlolle	Saigon
Sabre	destroyer	—	—	—	Lieut. Lebail	Haiphong
Styx	armoured gunboat	1,796	10	1,700	Capt. Duprier	Saigon
Sully	armoured cruiser	10,014	38	20,000	Capt. Guiberteau	Baie d'Along
Surprise	gunboat	629	2	900	Lieut. Roque	Baie d'Along
Takiang	river gunboat	—	—	—	—	Upper Yangtse
Takou...	destroyer	250	6	—	Capt. Terquein...	Saigon
Vauban	battleship, reserve	6,150	23	4,560	—	Hongay
Vigilante	river gunboat	123	7	500	Lieut. Bregnon...	Canton

* Flagship of Vice-Admiral Bayle, Commander-in-Chief.

† Flagship of Rear-Admiral de Fauque de Jonquières, Second-in-Command.

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain H. W. Kenrick, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 29th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Persia*, due in London on the 10th September.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 15th July, 1905. [2

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN,"

Captain A. Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 8th August, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *SYDNEY*.....22nd August.
S.S. *ARMAND BEHIC*... 5th September.
S.S. *ERNEST SIMONS*...19th September.

G. DE CHAMPEAUX,
Agent.

Hongkong, 25th July, 1905. [7

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Tremont.....	9,606	T. W. Garlick..	At. Aug. 8
*Hyades**.....	3,753	Geo. Wright...	„ Aug. 16
Lyra ‡.....	4,417	G. V. Williams	„ Sept. 15
Pleiades	...	3,753	F.G.Purington	——
Shawmut ...	9,606	E. V. Roberts	——

Steamer marked (*) have no second-class passenger accommodation.

‡ Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 21st July, 1905. [8

To Let.

TO LET.

NOS. 17 and 19, WONG-NEI-CHONG ROAD.
A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.
No. 1, RIPON TERRACE.
FLATS in MORETON TERRACE, facing Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 25th July, 1905. 169

TO LET.

NO. 3, MACDONNELL ROAD.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 19th July, 1905. [755

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—
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Hongkong, 27th June, 1905. [692

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.
Apply to—
H. N. MODY.

Hongkong, 4th May, 1905. [527

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.

First Floor, No. 12, QUEEN'S ROAD, CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to—
S. BISNEY,
Hongkong Hotel.

Hongkong, 8th June, 1905. [639

TO LET.

SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with Fine Bright and Airy Rooms. GAS and ELECTRIC BELLS laid on. Commanding fine view of the Harbour.

Rents very moderate.

Apply to—
H. RUTTONJEE,
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37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627

For Sale.

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSSEN & CO.

Hongkong, 10th January, 1903. [57

GREEN ISLAND CEMENT COMPANY, LIMITED.

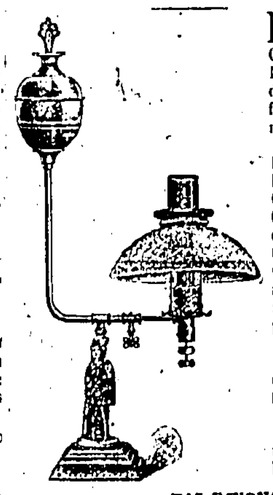
PORTLAND CEMENT.

$4.50 per Cask 375 lbs. net ex Factory.
$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905. [50

FOR SALE.



INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace

Hongkong, 16th November, 1904. [54

ACHEE & CO.

ESTABLISHED 1859.

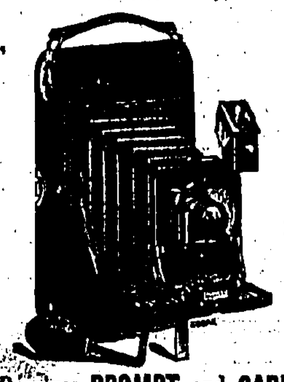
FURNITURE, DEPOT

GENERAL HOUSEHOLD FOR EASTMAN'S

REQUISITES. KODAKS, FILMS,

&c., &c., &c. AND

ACCESSORIES.



Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905. [14

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000 $8,000,000 $250,000	$1,493,408 —	Div. of £1.10/- and bonus of £1 @ exchange 1/11 9/16=$23.46 for second half-year 1904	5 %	$915 London £90
National Bank of China, Limited.....	99,925	£7	£5	$200,000	$41,768	$2 (London 3/6) for 1903	...	$38 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,400,000 81,739	$150,494	$17 for 1903	5¼ %	$325 buyers
China Traders' Insurance Company, Limited	24,000	$83.33	$25	$950,000 $151,902 $362,366 $371,445	Nil.	$4½ for year ended 30.4.1904	6½ %	$73 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	$250	$100	$1,850,000 £20,000 $377,749 $893 110 $846,773	$2,078,997	$35 for 1903	5 %	$725
Yangtsze Insurance Association, Limited	8,000	$100	$60	$700,000 $37,794	$486,284	$12 and $3 special dividend for 1903	8½ %	$172½
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000 000 $218,093 $2,241	$329,047	$6 dividend & $1 bonus for 1903	8½ %	$85 sales
Hongkong Fire Insurance Company, Limited.....	8,000	$250	$50	$1,202,505	$360,372	$34 for 1903	11½ %	$305
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited.....	30,000	$25	$25	$5,000	$8,832	$1 for 1904.....	5 %	$20
Douglas Steamship Company, Limited	20,000	$50	$50	$185,000 $85,439	Nil.	$2 for year ended 30.6.1904	5½ %	$35
Hongkong, Canton & Macao Steamboat Co., Ld. ...	80,000	$15	$15	$250,000 $600,000 $158,444	$26,160	$1 for second half-year 1904	9½ %	$26½
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	£120,000 £241,150 £3,999	£4,435	12/- @ 1/10½=$6.29.51 for 1904.....	6½ %	$93 buyers
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Tls. 2½ final making Tls. 4½ for 1904 ...	7½ %	Tls. 60 buyers
Do. (Preference)	100,000			£400,000		Tls. 1½ final making Tls. 3½ for 1904 ...	7½ %	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited...	2,000,000	£1	£1	£4,116	£58,852	Interim of 1/- (Coupon No. 5) for 1904 ...	4½ %	21/- sellers
"Star" Ferry Company, Limited.....	10,000 10,000	$10 $10	$10 $5	$65,000 $24,257	$929	$1.80 $0.90 for year ending 30.4.1905.....	5½ % 3½ %	$34 sellers $26 sellers
Straits Steamship Company, Limited	5,000	$100	$100	$400,000 $ 21,675 $130,153	$21,231	$10 for 1904	7 %	$142
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	T.Tls. 50	Tls. 126,000 Tls. 276,679	Tls. 6,190	Final of Tls. 1½ making Tls. 3½ for 1904...	11½ %	Tls. 28 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$450,000	$42,812	Final of $15 making $20 for 1904	9½ %	$215 buyers
Luzon Sugar Refining Company, Limited.....	7,000	$100	$100	none	Dr. $85,987	$3 for 1897.....	...	$29 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2½ for year ending 30.9.04	3½ %	Tls. 68 sales
MINING.								
Chinese Engineering and Mining Company, Ld.....	1,000,000	£1	£1	£40,000	£7,820	Interim of 1/ (No. 4)	13 %	Tls. 7½
Oriental Consolidated Mining Company, Limited ...	50,000	G. $10	G. $10	none	G $672,093	Interim of 50 cents (gold) for 1905 (No. 5).	6 %	G. $17 ex div.
Paul Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4,873	Dr. £4,029	No. 12 of 1/-=48 cents	...	$5
Société Francaise des Charbonnages du Tonkin	16,000	Frs. 250	Frs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903...	...	$490
DOCKS, WHARVES & GODOWNS.								
Farnham, (S. C.) Boyd & Co., Limited.....	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5...	9½ %	Tls. 140
Fenwick (Geo.) & Co., Limited	6,000 12,000	$25	$25	$70,900	$8,577	$3.75 for 1904 ..... First year.....	14 % ...	$27 $25
Hongkong & Kowloon Wharf and Godown, Co., Ld.	40,000	$50	$50	$58,473 $10,000 $300,000 $250,000	$29,422	Interim of $2½ for 1905.....	5½ %	$97½ ex div.
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$33,500	$498,289	$6 dividend and $1 bonus for 2nd half-year 1904	7½ %	$197 sellers
Howarth Erskine, Limited	17,000	$100	$100	$60,000	.....	$10 div. & $5 bonus for year end. 30/6/04 .	5½ %	$270 sellers
New Amoy Dock Company, Limited	6,000	$6½	$6½	$55,500	$489	$1½ for 1903	7 %	$18 sellers
Riley Hargreaves & Co., Limited.....	6,000	$100	$100	$150,000	$40,936	$10 div. and $2½ bonus	5 %	$250 sellers
Do. (Preference).....	2,750					$7 dividend ..... for 1903	6½ %	$111½
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 59,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904 ...	5½ %	Tls. 192½ sellers
Tanjong Pagar Dock Company, Limited	37,000	$100	$100	$2,100,000	$206,645	$20 for 2nd half year making $26 for 1904	6½ %	$380 sales
Yangtsze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904.....	9½ %	Tls. 190 sellers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai) ...	30,000	$25	$25	none	$9,989	$2½ for year ended 30.6.1904	8 %	$32 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 34,000	Tls. 806	Final of Tls. 5 making Tls. 9.....	6½ %	Tls. 135 sales
Central Stores, Limited	6,000	$15	$12	Tls. 8,000		Final of 60 cents making $1.80 for 1904 ...	10 %	$18 sales
Do. (Founders'.....	123	$15	$12	$20,000	$1,502	None	...	$100
Do. (New Issue)	24,000	$15	$7½			Preferential of 7 per cent for 1904.....	7 %	$7½ sales
Hongkong Hotel Company, Limited	12,000	$50	$50	$100,000 $10,000	$3,554	$5 for second half-year making $10 for 1904	7 %	$142 buyers
Hongkong Land Investment and Agency Co., Ld. ...	50,000	$100	$100	$250,000	$37,825	Final of $6 making $12 for 1904	...	$120 sales
Hotel des Colonies Company, Limited (Shanghai) ...	9,000	Tls. 25	Tls. 25	Tls. 20,986	Tls. 7,202	Tls. 2½ for the year ending 31.3.1905	14½ %	Tls. 17½
Hotel Metropole Company, Limited	2,000	$100	$100	.....	First year	Interim of $4	...	$105
Humphreys Estate & Finance Company, Limited ...	150,000	$10	$10	$200,994 $59,000	$11,958	90 cents for 1904	7 %	$12½
Kowloon Land and Building Company, Limited.....	6,000	$50	$30	none	$377	$3 for 1904.....	7½ %	$40 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,066	Interim of Tls. 3 for 1905	6½ %	Tls. 122 ex div.
Tientsin Hotel des Colonies, Limited.....	1,400	Tls. 50	Tls. 50	none	Tls. 670	Interim of Tls. 3 for 1905	12 %	Tls. 45 ex div.
Tientsin Land Investment Company, Limited.....	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	6 %	Tls. 117½ buyers
Wei-hai-wei Land and Building Company, Limited...	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	$50	$50	none	$1,247	Final of $1.70 making $3.20 for 1904	6 %	$53
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld....	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	8 %	Tls. 50 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	none	$22,862	50 cents for the year ending 31.7.04.....	3 %	$16½ sellers
International Cotton Manufacturing Company, Ld....	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 45 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares ...	...	Tls. 56 sales
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 200 buyers
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	$200	$200	none	Dr. P. 2,584	$125 for year ending 30.6.1900	...	$100
Philippine Company, Limited	67,500	$10	$10	.....	.....	First year	...	$9½ sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9.....	13½ %	Tls. 68 sales
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	$100	$100	none	.....	First year	...	$118 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£314	£770	1/3 per share for 1904	12 %	$6½ ex d. buyers
Campbell, Moore & Co., Limited.....	1,200	$10	$10	$8,000	$1,182	$3 for 1904.....	8½ %	$36
China-Borneo Company, Limited.....	60,000	$12	$12	none	Nil.	$1 for 1904.....	8½ %	$11½
China Flour Mill Co., Limited..... ...	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905	8½ %	Tls. 75 ex div.
China Light and Power Company, Limited	30,000	$10	$10	none	$3,739	None	...	$10
China Provident Loan & Mortgage Company, Ld....	100,000	$10	$10	$8,0000	$1,581	80 cents for 1904	9½ %	$8½ buyers
Dairy Farm Company, Limited	25,000	$7½	$6	.....	.....	$1½ for year ending 31.7.1903	...	$17 sellers
Fraser and Neave, Limited	4,500	$50	$50	$112,500	$2,706	$5 div. and $2½ bonus for 1903	7½ %	$100 buyers
Green Island Cement Company, Limited	150,000	$10	$10	$400,000 $500,000	$95,054	$2 for 1904	7½ %	$26½
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$7,551	Final of $1½ making $2½	9½ %	$27 sales
Hongkong & China Gas Company, Limited.....	7,000	£10	£10	£25,394 £3,000	£8,188	£1 div. and 2/- bonus for 1904	7 %	$170 buyers
Hongkong Electric Company, Limited	30,000 30,000	$10 $10	$10 $5	none	$2,151	$1.00 50 cents for year ending 30.4.1905	6½ % 5 %	$16 ex div. $10 ex div.
Hongkong High-Level Tramways Company, Ld.....	1,250	$100	$100	$50,000	$2,796	$15 for year ending 30.11.1904	7 %	$212½ buyers
Hongkong Ice Company, Limited	5,000	$25	$25	$60,000	$5,356	Final of $13 making $17 for 1904.....	7 %	$242½ sellers
Hongkong Rope Manufacturing Company, Ld.	10,000	$50	$50	$60,000	$11,137	$10 for 1904	7 %	$152 buyers
Hongkong Steam Waterboat Company, Limited.....	15,000	$10	$10	$2,500	$299	Interim of 50 cents 30.9.04.....	12½ %	$15
Katz Brothers, Limited	10,000	$100	$100	$475,000	$3,400	$8 for 1904	6 %	$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	$100	$100	none	$21,582	Interim of $5	7½ %	$145 sales
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	2nd quarterly of Tls. 5, paid 15.6.05 making so far Tls. 12½ for 1905	19 %	Tls. 190 buyers
Maynard and Company, Limited.....	3,400	$10	$10	none	.. ..	$2 for year ended 31.12.1904	9 %	$23
Mondon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	Tls. 5 for 1902	...	Tls. 25
Moutrie (S.) & Company, Limited	4,000	$50	$50	$5,000	$832	Final of $3 making $5 for the year ending 30.6.04.....	9 %	$54 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.	1,200	$50	$50	None	Dr. $5,537	None	...	$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Interim of Tls. 3½ for 1905.....	7 %	Tls. 120 ex div.
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	6 %	Tls. 80 sales
Shanghai Pulp and Paper Company, Limited.....	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Interim of Tls. 6 for 1905	8½ %	Tls. 160 ex div.
Shanghai Waterworks Company, Limited.....	7,200	£20	£20	Tls. 170,000	Tls. 17,220	Interim of 15/- for 1905	5 %	Tls. 415 ex div.
Singapore Dispensary, Limited	600	$50	$50	$20,000	$1,769	$6½ for year ended 31.7.1904	7½ %	$80 sellers
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $5,068	None	...	$21½
Steam Laundry Company, Limited	5,000 10,000	$ 5 $ 5	$ 5 $ 5	none	$3,644	60 cents for year ended 31.5.04 ..... First year	7½ % ...	$8 buyers $7½ buyers
Straits Ice Company, Limited	2,000	$100	$100	$25,000	$700	$10 for second half year 1904	13½ %	$150 buyers
Straits Trading Company, Limited	250,000	$10	$10	$1,50,000 $50,000	$84,813	$1 div. and 35 cents bonus for half year ended 30.9.1904.....	6½ %	$41½ buyers
Tientsin Native City Waterworks Company, Ld	2,941	Tls. 100	Tls. 100	none	Tls. 2,025	Tls. 2 for half year	...	T.Tls. 100
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of Tls. 4½ making Tls. 8½ for 1904/5	7 %	T.Tls. 120
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$20,000	$480	90 cents $29.70 for year ended 31.5.1904.....	9½ % 16½ %	$9½ sellers $180 buyers
Do. (Founders')	100	$10	$10					
Watson, (A. S.) & Co., Limited.....	90,000	$10	$10	$100,000 $25,000	$6,096	Final of 50 cents making $1 for 1904	8 %	$13 buyers
William Powell, Limited	12,000	$10	$10	$3,000	$588	Interim of 50 cents for year 1904/1905.....	10½ %	$11½ sellers

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